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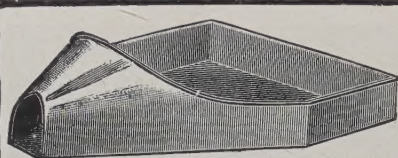
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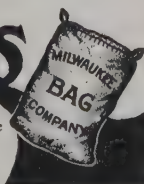
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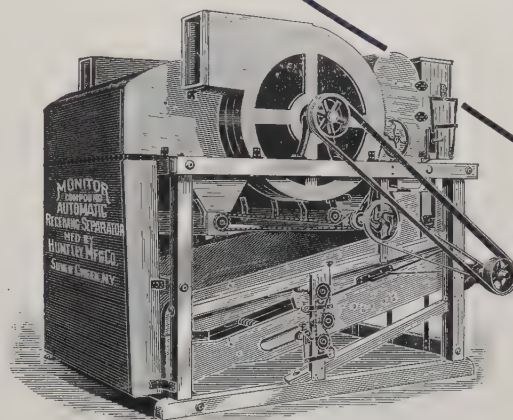
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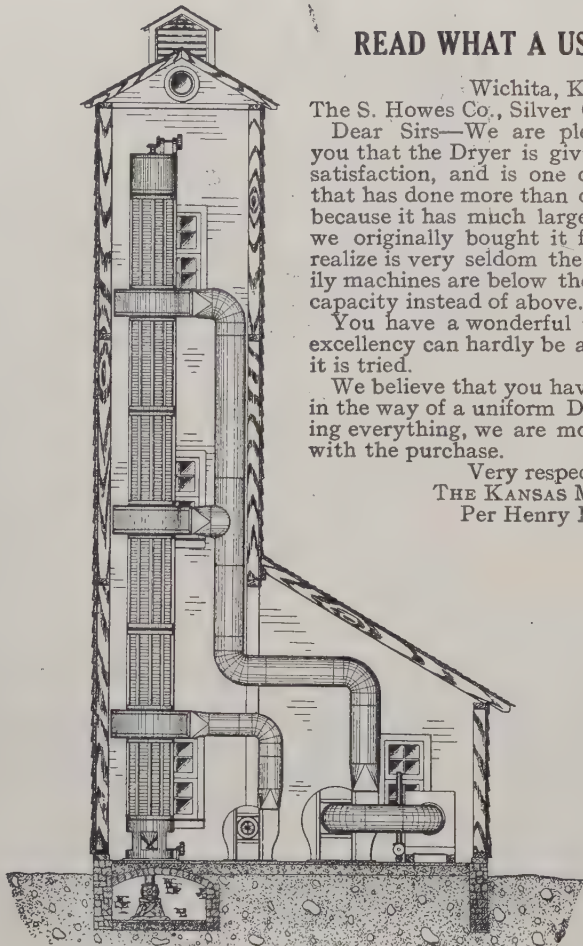
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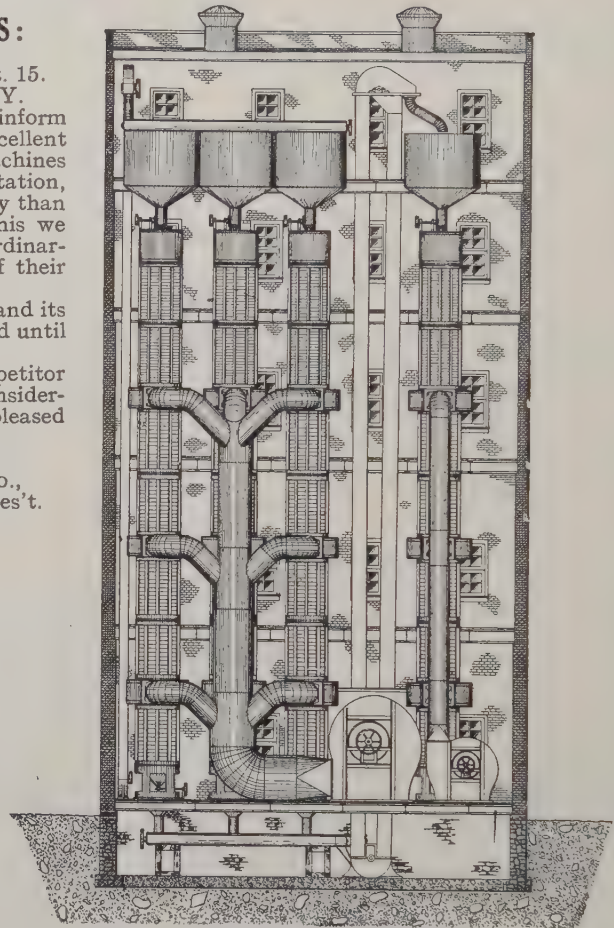


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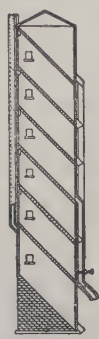
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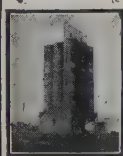
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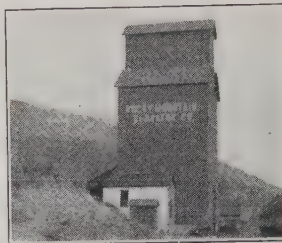
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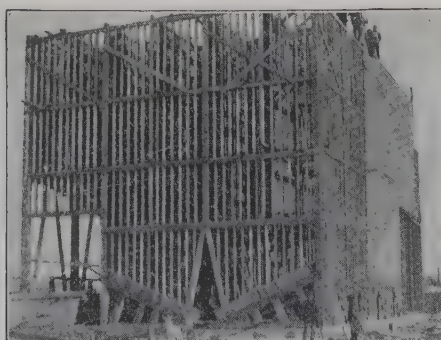
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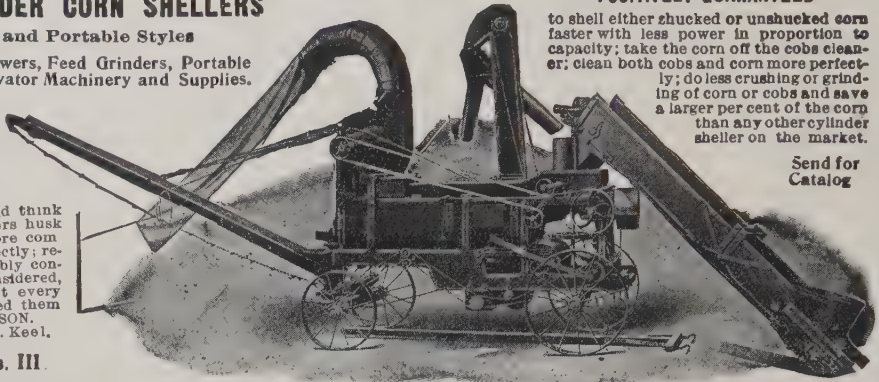
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Elevator Heads

Elevator Boots and Legging

Indicator Wheels and Stands

Sprocket Wheels and Link Belting

Complete Line of

Flexible Steel Loading Spouts

Sheave Wheels

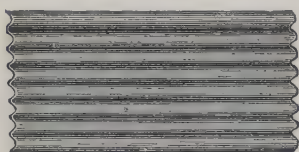
POWER TRANSMISSION

Tension Carriages

THE PHILIP SMITH MFG. CO.

SIDNEY, OHIO, U. S. A.

**We are Large Manufacturers of
Steel Roofing, Corrugated Iron, etc.**



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

Sykes Steel Roofing Co.,
CHICAGO, ILL.

CYCLONE BLOW PIPE CO.

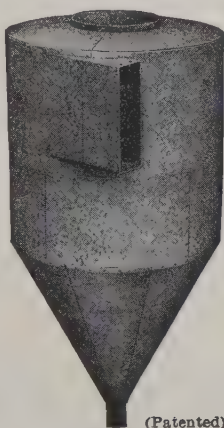
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low
Speed Systems.

541-553
West Jackson Boul.
CHICAGO, ILL.



(Patented)

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71 1/2% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.

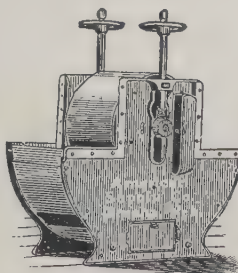


THE
"New
Cyclone
1905"

Manufactured Exclusively by

The Knickerbocker Co.
JACKSON, MICH.

Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

**Heavy and
substantial,
no better
made.**

Size cups	Net price	Size cups	Net price
8x5 - -	\$13.50	11x6 or 7 - -	\$19.50
9x5 - -	15.00	12x6 or 7 - -	22.50
10x5 1-2 - -	16.50		

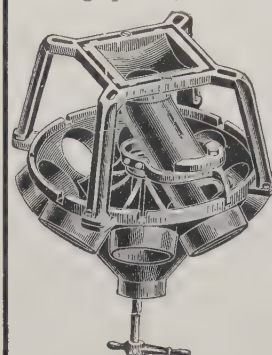
Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

AMERICAN SUPPLY CO.

1110 Farnam St., Omaha, Neb.

Hall Signaling Distributor.

This simple device, with only two moving pieces, not only guarantees



durability and economy of maintenance, but its accuracy, its automatic signal, and the positiveness of its operation insures the handling of grain with such great saving and economy

that its supremacy is never questioned.

HALL DISTRIBUTOR CO.

222 Rameg Bldg. Omaha, Nebr.

REGISTER OF WAGON LOADS RECEIVED

This substantially bound book is invaluable to the country grain man and facilitates the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/2 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each book contains spaces for records of 4,000 loads. It is printed and ruled on sterling ledger paper, and bound in extra heavy binder board with leather back. Order Form 12AA. Price \$1.50.

GRAIN DEALERS JOURNAL, 255 La Salle Street, CHICAGO, ILL.

HONESTLY The King Buckhorn Machine

Will separate Buckhorn, Ripple and other foul seeds from Clover seed and Alfalfa.

We build machines in four sizes, all of which have the same standard of efficiency, but vary in capacity according to size. We will gladly offer you any assistance possible, in determining what the value of one of our machines will be to YOU.

We will send to you upon request our BOOK-LET which contains a full detailed description of all models, your inquiry shall have our prompt attention.

J. M. KING & SON

and LONDON CANADA NORTH VERNON, IND.

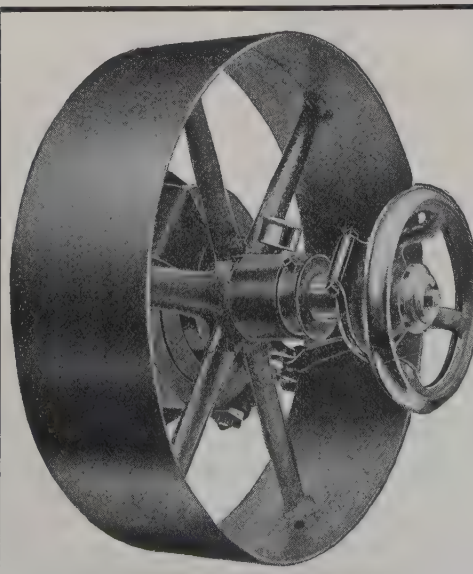
Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8 1/2 x 13 1/2 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

Price, \$2.25

Grain Dealers Journal
255 La Salle St., CHICAGO, ILL.



Short Shaft and Fly Wheel Clutches

Fly wheel clutches are designed for gas engines where crank shaft does not extend beyond the fly wheel. Where an extension of shaft of 5" or more the Short Shaft clutches are used.

This is the one clutch on the market using standard iron pulleys and interchangeable for different sized clutches.

All parts are made standard and interchangeable.

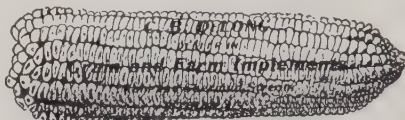
We can furnish fly wheel clutches with sprockets or gears. Catalog upon application.

Manufactured by

THE BROWN CLUTCH CO.
SANDUSKY, OHIO

It is not difficult to get testimonials from users of our machines. We never solicit them. The thousands of "Western" Shellers and Cleaners in elevators of satisfied customers are the best testimonial to their superiority.

WAGONS
BUGGIES
WINDMILLS
BINDERS
MOWERS



Union Iron Works,
Decatur, Ill.

Fithian, Ill. Jan. 12, 1910.

Gentlemen:

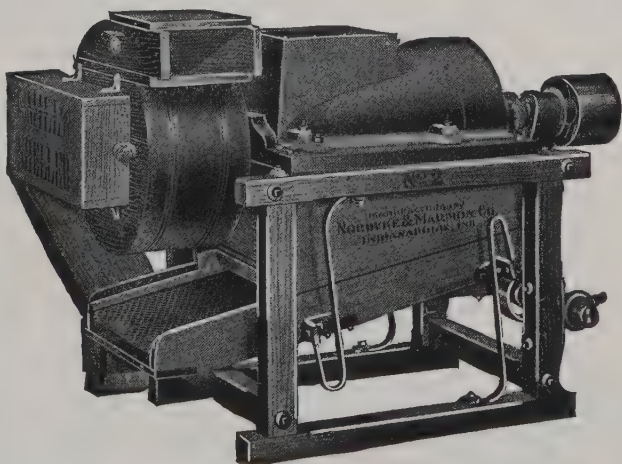
I enclose you check for sheller bought of you a few days since. It is not due for 30 days, but it works so good that I want you to have your money. I do not know how we have ever got along with that other sheller. It would just worry us from morning till night and from one years end to the next. To run this is like being in a better world. You could not take the corn off the cob with the other sheller and this one you absolutely can not find a grain on the cobs. As to power the engineer says he can not tell when the sheller is hitched on. I do not think that it pulls one half as hard as the other.

Respectfully yours,

¶ Mr. DeLong wrote this letter entirely unsolicited, because he appreciated the true value of a "Western" Corn Sheller after having lost time and money experimenting with one which was represented to be "just as good."

Write to-day for Catalogue and Prices.

UNION IRON WORKS, "WESTERN" ELEVATOR MACHINERY DECATUR, ILL.



MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

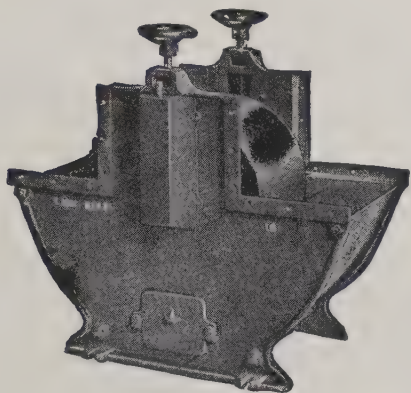
NORDYKE & MARMON CO.

America's Leading Mill Builders

Established 1851.

INDIANAPOLIS, IND.

CAST IRON ELEVATOR BOOT



Note the convenience our design offers for attaching legs, gates and hoppers.

We make Wood Elevator Boots, either with or without Takeup Boxes, and with Pulley or Sprockets as desired.

SEND FOR NEW CATALOG.

LINK-BELT SUPPLY COMPANY
MINNEAPOLIS, MINN.



When in need

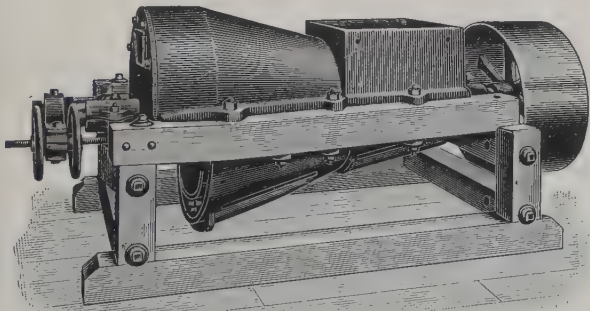
of estimates or information relative to elevator and mill transmission, or any kind of power machinery installations, write, telephone or call. We are the General Northwestern Agents for the following well known high grade lines:

The Sonander Automatic Scales
"The Standard" Scales
The Foos Gas, Gasoline and Producer Gas Engines
Skinner Automatic Steam Engines
Bates Corliss Heavy Duty Engines
Frost Engines and Boilers
Smith-Vaile Steam and Power Pumps
Chain Belt Concrete Mixers
Clyde Hoisting Engines
Cookson Feed Water Heaters
Webster Mfg. Co.'s Mill and Elevator Conveying and Transmission Machinery
Blue Thread Brand Transmission Rope
Diamond Rubber Co.'s Line
Engineers' and Electrical Supplies
Pipe, Valves, Fittings, Hose and Packing

A complete stock carried for prompt shipment and in addition we have a fully equipped machine shop for manufacturing and job work.

Power Equipment Co., Minneapolis

We furnish any style or make of Warehouse Corn Shellers at best prices Corn, Oats and Wheat Cleaners



Wagon Dumps, Man-Lifts, Elevator Boots and Heads, B. S. C. Chain Feeder and Drags, Cast Iron Turn Heads and Flexible Loading Spouts.

If you want help to plan or figure send for our Traveling Representative.

B. S. CONSTANT CO., Bloomington, Ill.



Let Us Make Your Coal Business Pay

There is just one way to get profit out of the coal business—handle good coal and advertise it. In Pyrolite Coal and Pyrolite Advertising you have a sure thing. Pyrolite is cleanly and thoroughly prepared, in grades suitable for every class of domestic and steam trade, of high fuel quality, clinkerless, smokeless and sootless. It lights easily and burns freely with a long, effective flame, and leaves only a very fine white fluffy ash.

PYROLITE COAL is GOOD COAL

not only to handle, but to advertise. **First**—because it is always as good as you represent—it satisfies. **Second**—because we help you with the advertising. We show you how and help you do it, and we do this for nothing. Every ton of Pyrolite Coal we help you sell is business for us, you know. **Let us tell you all about our plan to make your business pay.** We will give you something interesting and instructive. Fill out the coupon right now while you think about it, cut it off and mail it to us today.

THOMSON & BURTON CO., 205 La Salle St., CHICAGO

MAIL THIS TO US TODAY!

Thomson & Burton Co.,
205 La Salle Street,
Chicago.
Advertising Department.

Gentlemen:

Please send us at once, free, all published numbers of your Retail Trade Builders Series and tell us more about Pyrolite Coal and Pyrolite Advertising. We are merely looking for information, and understand that you don't want us to feel under any obligation to buy anything at all.

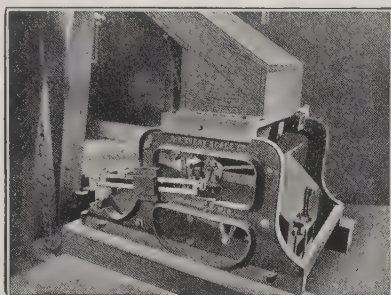
Name

Postoffice

State

0561

FIRST



IT
SPEAKS
FOR
ITSELF

NEW COMPENSATOR

For particulars and other reasons why the
AVERY SHOULD BE YOUR SCALE
WRITE TODAY

AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

BRANCHES:

New York
Chicago
Philadelphia
Montreal, Can.

Boston, Mass.
Portland, Ore.
Sioux City, Ia.
Winnipeg, Can.

Indianapolis, Ind.
Kansas City, Mo.
Minneapolis, Minn.
San Francisco, Cal.

A Builder's Testimonial

Chicago, Dec. 29, 1910.

W. H. Salisbury & Co.,
Chicago, Ill.

Gentlemen:—Our experience with the R. F. and R. F. & C. Belting convinces us that you have eliminated the objectionable features of solid woven belt, in that you have provided a belt that is thoroughly waterproof and free from stretch as any belt can be made, our experience being that there is less stretch in this belt than any other manufactured.

The fact that there are no plies to separate in this belt appeals to us very strongly and we believe that belts of this character will ultimately displace the multiple ply cemented belts.

We have equipped a number of large plants with R. F. and R. F. & C. and gave it maximum service. It has rendered a good account of itself and in every case the very best of satisfaction to our customers.

Yours truly,

(Signed) MACDONALD ENGINEERING CO.
Per J. A. Macdonald, Pres.

When you are in need of a leg or conveyor belting you should investigate

"R. F. & C." BELTING

(Rubber) (Filled) (Covered)
TRADE MARK Registered U. S. Pat. Office

and "R. F." BELTING

(Rubber) (Filled)
TRADE MARK Registered U. S. Pat. Office

R. F. and R. F. & C. Belting will hold bucket bolts better than any other belting.

If you want further information about this economical belting, write us.

Every user of this belt is a booster for it.

W. H. Salisbury & Co. (Inc.)

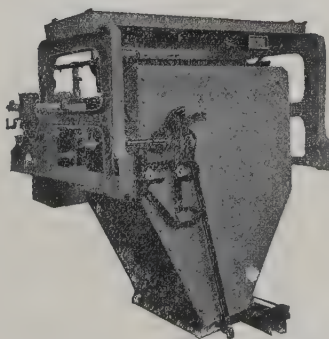
Established 1855

166-168 Wabash Ave.

CHICAGO

When You Buy an Automatic Scale

BE SURE—



- 1—That it will handle cobs in new corn without the use of a troublesome screen, or the risk of these stopping the scale and causing it to pass grain unweighed. See that it has a dirty grain chute.
- 2—That if installed in the head, its accuracy is not affected by vibration, or if it gets out of level.
- 3—That if installed in the head, it can be adjusted when changing grains in from 5 to 10 seconds, otherwise the grain will back up and choke elevator. Only the simplest compensator will save this trouble.
- 4—That it has an equal armed beam, which balances at every draft, so that you can be dead sure that its weights are O. K.
- 5—That it has a locking gear absolutely preventing grain from passing through it unweighed.
- 6—That it has an adjustable gate opening to handle light, trashy oats up to capacity, and without stoppage.
- 7—That it shall not stop through rust of the working parts.
- 8—That if of 1,000=bu. "hourly" capacity, the hopper be not less than 4-bu.; if of 1,500=bu. hourly capacity, 6-bu. Don't install too small a scale and overload it.

HAVE IT ALL SPECIFIED IN THE CONTRACT

IF YOU DO, THE SCALE YOU WILL BUY WILL BE THE RICHARDSON.

RICHARDSON SCALE COMPANY

122 Monroe St., Chicago

6 PARK ROW, NEW YORK

415 Third St. So., Minneapolis

STANDBY



BARN PAINT

is the Best Mineral Paint
made for

ROOFS, BARN S ELEVATORS

and all out-of-door work.

It is composed of the strongest pigments and is ground in linseed oil.

There is a great demand for such a paint in your vicinity now.

We give the agency to but one dealer in a town and with our selling help we can create a market for the goods at once.

Order now and be ready for the rush that is surely coming.

WADSWORTH-HOWLAND CO.

Fulton St. Corner Carpenter
CHICAGO, ILL.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

Grain Testers Flax Scales

Wheat, Flax and Seed
Testing Sieves are
needed now.

Send Us Your Order.
Complete Line Prices Right

GRAIN DEALERS SUPPLY CO.

Minneapolis - Minn.

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING
(Our circular tells why)

Handy to Operate. Eight
Sizes—2 to 25-horsepower.
Peculiarly suited for use with
Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana



FEED MILLS

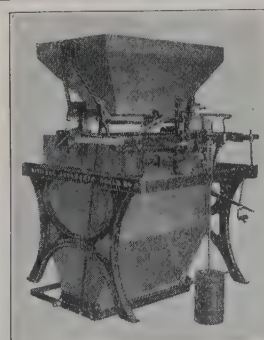
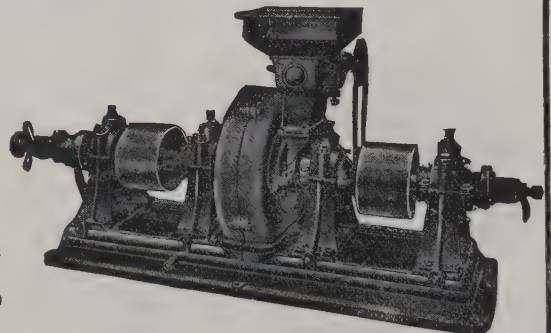
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



It Soon Pays For Itself.

It will cost less than you imagine to install a NATIONAL Automatic Scale. What's more, it will soon pay for itself.

One of our customers informs us that the NATIONAL has just saved them over \$100.00 on one car load of grain. We will be glad to send you their address.

Every operation of the NATIONAL is positive. It is not affected by cobs, sticks, straws or any trash that might be in the grain. Irregular elevating will not affect the accuracy of the weights. It has no hair trigger regulations to get out of fix. Everything simple and sensible. Write at once. Sixty days free trial.

NATIONAL AUTOMATIC SCALE CO.
BLOOMINGTON, ILLINOIS

AUTOMATIC TWIN SCALES

Baggers, Polishers and Cleaners
Manufactured by
AMERICAN GRAIN SCALE CO.
Blackwell, Oklahoma

WITTE GAS AND GASOLINE ENGINES

All sizes; any grade fuel.
The Elevator and Grain trade our specialty.
The Witte represents the highest perfection in accuracy and mechanical workmanship.
All valves vertical and self-seating.
Bensonized Bronze Bearings.
Automatic wipe oilers.
Noiseless safety Auto Mufflers.

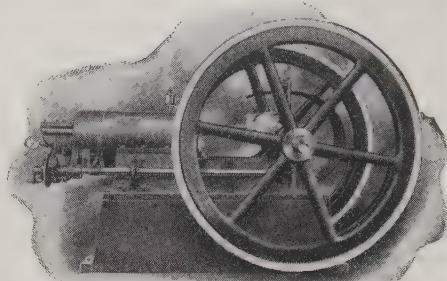
FIVE YEAR BOND GUARANTEE

Prompt Deliveries Complete Equipments,
Get Elevator Catalog X

WITTE IRON WORKS CO.

526 W. 5th St.,

KANSAS CITY, MO.



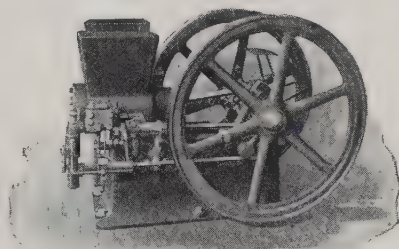
For 20 YEARS the

LEWIS ENGINE

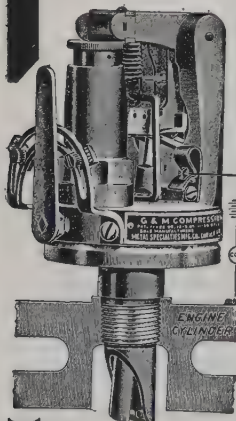
has stood unexcelled

For elevator use we recommend our
Automatic Self Draining
Pump Outfit.

Economy, Reliability and
Durability

J. THOMPSON & SONS MFG. CO., Masonic Block, BELOIT, WIS.**G. & M.****Compression Igniter**

Special Price Next 30 Days

A Revelation in Gas Engine Ignition

This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

**We Can Save
You Money**

by increasing the efficiency of your engine.
We ignite the charge at the proper moment under all conditions of load and speed.

Other results are; easier starting; greater power; steadier running; no mis-fires; less straining and jerking of the engine.

LIVE AGENTS WANTED

For particulars write sole manufacturers

METAL SPECIALTIES MFG. CO.

427-441 W. Randolph St., Chicago, Ill.

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price \$2.00.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Strittmatter, Price \$1.00.

THE PRACTICAL GAS AND OIL ENGINE HANDBOOK, by L. Elliott Brooks, Price \$1.00.

For any of the above address

Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on; Oil; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 803 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

255 LaSalle Street, Chicago, Ill.

FOOS Gas Engines

are economical

For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

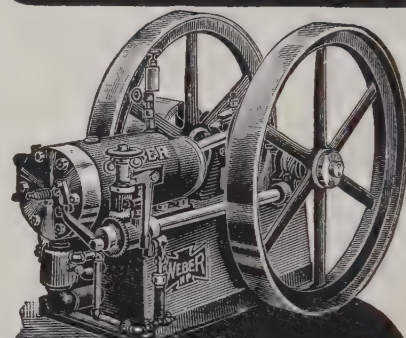
Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.

Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

Write for catalog No. 20, giving all details regarding Foos Engines.

The Foos Gas Engine Co.

Springfield, O.

**The Engine of Reliable Records**

Getting the most engine for your money does not mean buying the cheapest—it is a matter of securing an engine that will give reliable results year in, year out—the speed must be steady and uniform—absolute interchangeability of parts assured—actual power must equal rating. Every requirement of the miller who wants a simple, reliable, powerful engine is met by the

Weber**Gas or Gasoline Engine**

Some of its special features are—underground gasoline reservoir for main gasoline supply—gasoline pump, pumping supply to engine; surplus returning to reservoir—electric igniter—heavy and rigid construction (see cut)—a perfect control governor by which the operator can change speed instantly—all parts easy of access and guaranteed interchangeable.

Sold Under Our Absolute Guarantee

We make a specialty of heavy duty, distillate or producer gas engines, 50 to 400 h. p., especially adapted to generating power for millers—operates at very low cost—cost of power for milling one barrel of flour 2 1-2c—fewer working parts than any other—design and workmanship of highest order

Write today for our new handsomely illustrated catalog fully describing the Weber Engine.

Sheffield Gas Power Co.

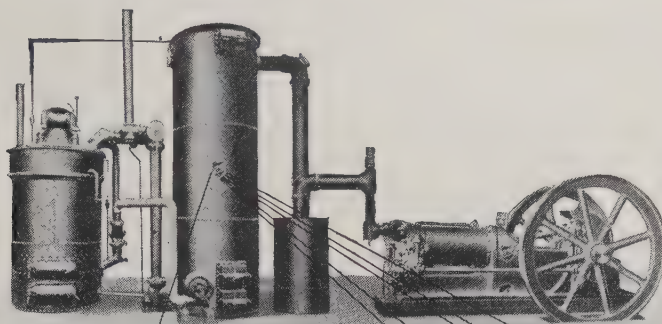
124 Winchester Place

Kansas City, Mo.

**Let it
Furnish Power
for You**

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.



UNITED STATES

GERMANY
FRANCE
AUSTRIA

FIRST REASON

Why OTTO Products are cheapest

"OTTO" SUCTION GAS PRODUCERS AND ENGINES FOR FLOUR MILLS AND OTHER LARGE PLANTS

represent the product of the best mechanical brains obtainable on both continents devoted exclusively to the development of gas power. ¶ By the individual and united efforts of the allied factories in Germany, Austria, Italy, France, Denmark and the United States we are enabled to offer the milling trade the most economical and reliable power that can be obtained. ¶ As evidence, we submit herewith one of the many testimonials we have received.

THE REPLOGLE CO., Merchant Millers, Red Oak, Iowa

Otto Gas Engine Works, Philadelphia, Pa.

Gentlemen: We installed one of your 90 h. p. Gas Engines and Gas Producers last spring and have been pulling our 150 bbl. mill and our Elevator with it since April 1st, 1908. We run from Monday morning until midnight Saturday night without stopping and find it a very satisfactory as well as economical power. Our average consumption of pea coal is about one and a quarter pounds per horse power per hour, including the coal used over Sunday when the plant is not running.

Yours truly,

THE REPLOGLE CO., Lee Nagle.

¶ This is only one, selected because of its brevity, hundreds of others tell a far more interesting story and all unite in stating that the "Otto" outfit has solved their power problems. ¶ Glad to send information and quote prices. In writing state capacity of plant, H. P. of engines now used or contemplated to be used.

THE OTTO GAS ENGINE WORKS, 3213 Walnut Street, PHILADELPHIA, PA.

Chicago, Boston, New York, Pittsburg, Detroit, St. Louis, Omaha, Kansas City, Minneapolis, New Orleans, Indianapolis, San Francisco.

GETTING HELP

A Feed Dealer called at our office the other day and asked:

"Do you know where I could find a man?"

We asked: "What kind?"

"I want a man to look after my machinery—one who knows something about grain, as, you know, I make a specialty of mixed feeds."

We told him that we did not keep any such list and suggested an advertisement in our "Want" Columns.

He put in a five line ad. costing only 75 cents and inside of a week had five experienced men from which to choose.

You can do as well, perhaps better.

Try the "Wanted" and "For Sale" Department the next time you want anything.

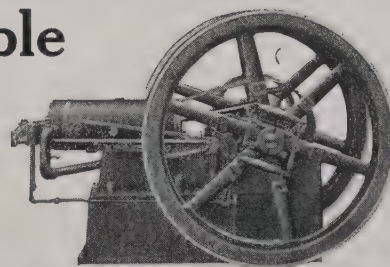
Cost is only 15 cents per type line per insertion. Address

GRAIN DEALERS JOURNAL

255 La Salle Street

CHICAGO, ILL.

Dependable Power Always On Tap



Elevator and mill men who own I. H. C. gasoline engines have good, steady, economical power ready wherever they are. Close a switch, open the first valve, give the fly wheel a turn and away she goes—and keeps going till you cut the fuel off. But ever-readiness and simplicity are not the only advantages of I. H. C. engines. They cost less while running and run for more years than others. Choose one of the

I H C Gasoline Engines

if you want the best and most economical engine service. You can't make a mistake. There is an I. H. C. exactly suited to your needs. 1 to 25 horse power, vertical or horizontal, stationary or portable, mounted on skids or trucks. Tractor Engines in suitable sizes. See the local International agent about the size and style you are most interested in or write us for catalogue.

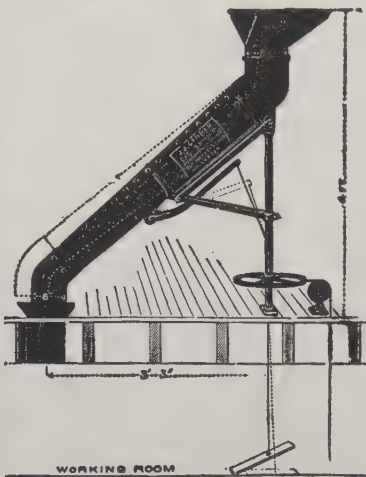
International Harvester Company
of America

(Incorporated)

21 Harvester Bldg.

Chicago, U. S. A.

ORDER THE No. 2

GERBER IMPROVED
Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER, MINNEAPOLIS, MINN.

Perforated
Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

The Strong-Scott Mfg. Co.
Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

YOU'LL NOT REGRET IT



Equip your house with one of our
**IMPROVED NEW ERA
PASSENGER ELEVATORS**

Many Exclusive Features
It will surprise you to learn the small cost.

At our factory where these good little machines are made, Hand Elevators, Dumb Waiters and Freight Elevators are also made by the scores.

We can please you.

Write for descriptive matter.

SIDNEY ELEVATOR MFG. CO.
SIDNEY, OHIO

SCOOP-TRUCK

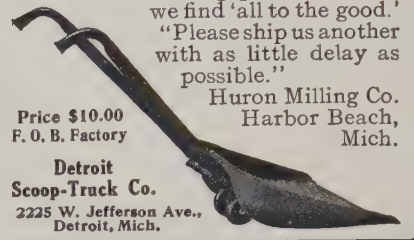
Here is a user's testimonial: "We are using two of your Scoop-Trucks, which for unloading grain from cars we find 'all to the good.'"

"Please ship us another with as little delay as possible."

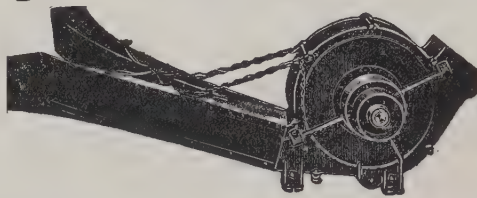
Huron Milling Co.
Harbor Beach, Mich.

Price \$10.00
F. O. B. Factory

Detroit
Scoop-Truck Co.
2225 W. Jefferson Ave.,
Detroit, Mich.



THE "BOSS" WON'T SPOIL YOUR TEMPER

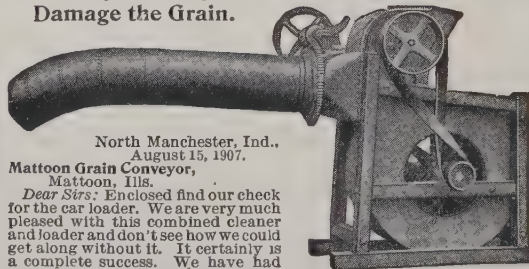


In December 1908 the man who has charge of an elevator about 30 miles from here called on us and gave us an order for a No. 14 Boss car loader. They had a loader of another make which had been in use about two years and he said it was so completely worn out he was going to throw it in the scrap pile and give the man who made it a cussing. We don't blame a man for swearing occasionally if his loader breaks nearly every time he uses it, just when he needs it the most. But you won't have to lose your temper if you buy a boss, for one of our customers told us recently he used his almost constantly for more than eight years before he had to buy any repairs.

First cost is not so much of an object when you buy a machine like that and yet the first cost is not high either. When asking for prices please state how many bushels per minute you wish to load.

MAROA MANUFACTURING CO., DEPT. 3. **MAROA, ILL.**

The ONLY Car Loader
That Will Not
Damage the Grain.

COMBINED Grain Cleaner
and Pneumatic
CAR LOADER

North Manchester, Ind.,
August 15, 1907.
Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon.

Very truly,
KINSEY BROS.

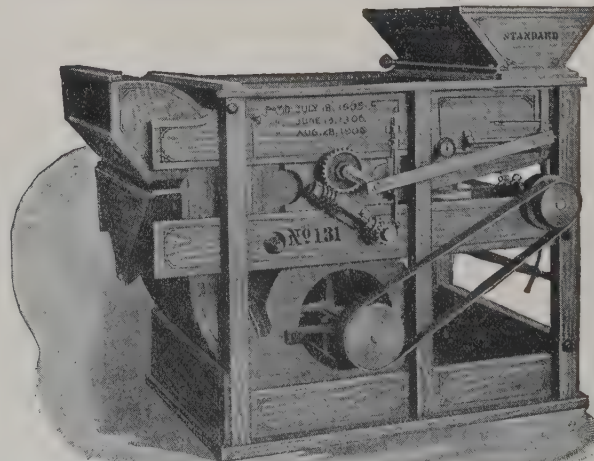
THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

**Mattoon Grain
Conveyor Co.**
MATTOON, ILL.

The Standard's Unique Blast Regulator



This improvement is to be found only in the Standard Seed and Grain Cleaning Machines. By this device the blast is regulated by a knob placed in a convenient position which easily enables the operator to regulate the blast to suit the requirements of the stock being cleaned.

The importance of this Blast Regulator is not often fully appreciated by grain and seed handlers.

The removal of only a slight difference in percentage of dust or foreign matter will often make a considerable difference in price.

We have numerous facts upon this subject and we can show you how our Standard Cleaners will pay for themselves in a short time.

Write
for particulars.

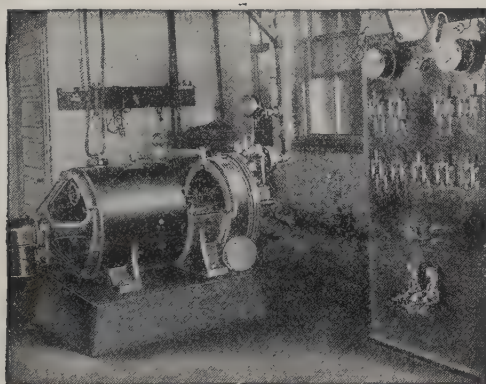
INTERNATIONAL MFG. CO.

Crestline, Ohio

Curtis Steam Turbines



*solve the lighting problem
of steam driven factories*



This 35 Kw. Curtis Turbine Generating Set is installed practically on the concrete floor of the turbine room. Four bolts imbedded in concrete hold the set in place. Even on this light foundation the set runs absolutely without vibration.

These electric generating sets offer at once a reliable, economical and convenient means of producing electricity for lighting when it cannot be purchased from an electric lighting company in the vicinity.

Any boiler in the factory may be used to supply steam to the turbine.

Any corner in the engine room affords a place where the turbine will be at once convenient and out of the way.

Essential parts for maintaining steam economy do not wear with use.

Curtis Steam Turbine Generating Sets are made in sizes suitable for every use. The smallest will furnish current for 100 incandescent lamps. The largest will fill any commercial requirement.

General Electric Company

New York Office:
30 Church St.

Principal Office, Schenectady, N. Y.

Chicago Office:
Monadnock Bldg.

Boston, Mass. - - - 84 State Street	New Orleans, La. - - - Hennen Building	Duluth, Minn. - - - Providence Bldg.
Syracuse, N. Y. - - Post-Standard Building	Cincinnati, Ohio, Perin Building, Fifth and Race Sts.	Minneapolis, Minn. - - - Phoenix Building
Buffalo, N. Y. - - Ellicott Square Building	Columbus, Ohio, Columbus Savings and Trust Bldg.	Denver, Colo. - - - Kittredge Building
New Haven, Conn. - - Malley Building	Cleveland, Ohio - - - Citizens Building	Salt Lake City, Utah - - - Dooly Building
Philadelphia, Pa. - - Witherspoon Building	Nashville, Tenn. - - - Stahlman Bldg.	San Francisco, Cal. - - - Union Trust Building
Baltimore, Md. - - Continental Trust Building	Detroit, Mich. Majestic Building (Soliciting Agent)	Los Angeles, Cal. - - - Delta Building
Charlotte, N. C. - - - Trust Building	St. Louis, Mo. - - - Wainwright Building	Portland, Ore. - - - Worcester Building
Charleston, W. Va., Charleston Nat'l Bank Building	Kansas City, Mo. - - - Dwight Building	Seattle, Wash. - - - Colman Building
Pittsburg, Pa. - - - Park Building	Oklahoma City, Okla. Culbertson Bldg. (Sol'g Agt.)	Harrison, N. J. - - - (Main Lamp Sales Office)
Richmond, Va. - - - 712 Mutual Building	Dallas, Texas, Scollard Building (Soliciting Agent)	
Atlanta, Ga. - - - Empire Building	Butte, Mont. - - - Phoenix Building	

THE TALK OF THE TRADE

The Beall MOTIONLESS SCREEN Cleaner

(Patent applied for)

Some of its advantages over other cleaners are:

The screens are motionless—stationary. They have absolutely no vibration. Nor does any part of the machine shake or vibrate. It requires no bracing, either at first or at any future time.

It handles cobs and corn from sheller, shelled corn, wheat, oats, rye, barley, etc.

Its capacity is practically unlimited.

The grain is carried upon the screens by traveling rods.

These rods run slow.

They drag large foreign material over the end of the screen.

They keep the openings in the screen open *all the time*.

It is *impossible* for the openings to clog up.

There are *no eccentrics* about the machine.

It never has to be balanced.

The bearings will run years without attention.

It relieves you of all worry about balancing, babbitting, screen cleaning, etc.

It can be built to discharge grain at the feed end or at the discharge end.

It can be built to occupy same space your present cleaner occupies.

It will fit under almost any elevator turn head.

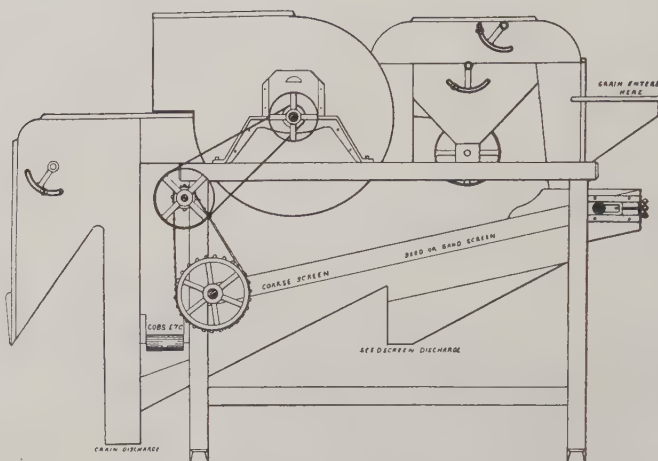
The fan can be placed in front, at one side, or on top.

It saves time, repairs and trouble at critical moments.

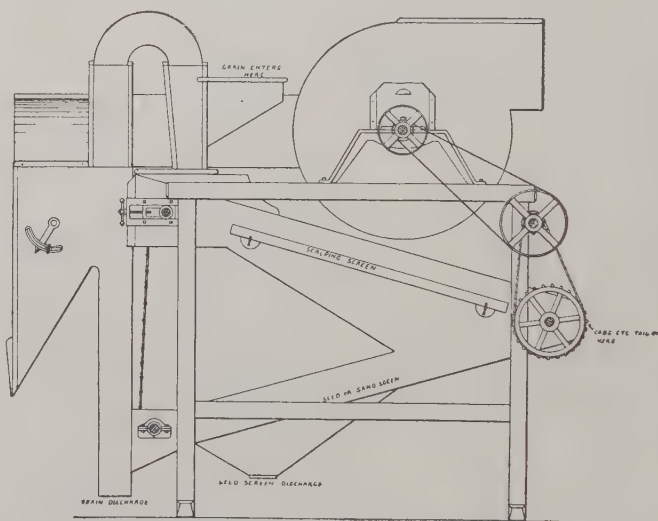
Further particulars upon request.

Manufactured exclusively by

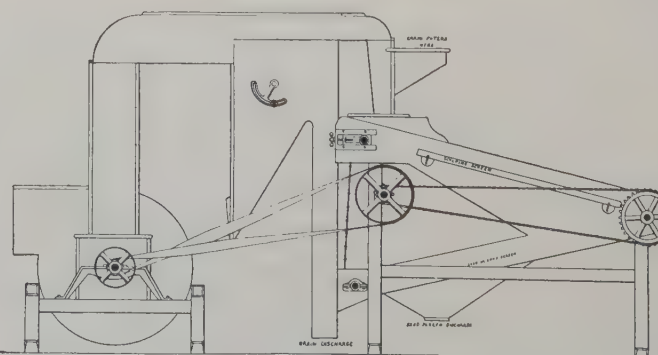
The Beall Improvements Co.
DECATUR, ILL.



As built above the grain enters at one end and discharges at the opposite end.



When built like this the grain enters and discharges at the same end.



When built like this the grain enters and discharges at the same end and the fan can be placed wherever desired, separate from the machine.

"Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

MACHINES FOR SALE.

ONE NO. 8 WOLF MILL for sale. 3 rolls high with one extra set of new rolls. A. L. Schultz & Son, 1675 Elston Ave., Chicago.

ONE NO. 5 MONITOR OAT CLIPPER in good condition for sale. Price \$50.00 F. O. B. Van Wert, Ohio. Address F. D. Brandt, Van Wert, Ohio.

ONE EAR CORN ELEVATOR, good as new. 1 purifier, 2 scouring machines for sale. Write for further information. Louisville Milling & Elevator Co., Louisville, Ohio.

B. S. CONSTANT CORN CLEANER for sale. Capacity 200 bu. per hr., also 1 Western sheller, small size, good condition. Cheap. Address Geo. W. Moor, Letts, Ind.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

EUREKA COMBINED CLIPPER and cleaner for sale. No. 28, capacity 200 bu. per hour; only run short time; took out to install larger. Also No. 12 New Holland feed mill. Address Texas-Okla. Grain Co., Box 608, Vernon, Texas.

SECOND HAND MACHINERY for sale. Three Foos Manufacturing Company's attrition mills with 36" disc. These machines are fitted with disc which were used for grinding bark. Three Barnard & Leas Hercules brand packers. Five Fairbanks Packers Scales. Above machines are all in comparatively good condition. For further particulars, apply to Norfolk Yarn Mills, Norfolk, Va.

SECOND HAND MACHINERY—Two Sattley stackers—one 42 inch chute for 60 inch separator, \$125; one 36 inch chute for 44 inch separator, \$100. Both with new webs. One 12 h.p. and one 18 h.p. Starr engine, rebuilt. Two 36 inch feeders. One 16 h.p. Callahan stationary gasoline engine, rebuilt, good condition. Star engine and American separator repairs. Cedar Rapids Machinery & Supply Co., Cedar Rapids, Iowa.

SECOND-HAND FOR SALE.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

MACHINES FOR SALE.

ONE MONITOR OATS CLIPPER at a bargain. Write The Pierce Grain & Hay Co., Van Wert, Ohio.

BARLEY SEPARATOR FOR SALE. A No. 9 Monitor Huntley barley separator. Capacity 800 bus. per hour. Practically new. Robert Downey & Co., Oswego, N. Y.

MACHINERY WANTED.

I WANT TO BUY good second hand corn cleaner. No. 2 Cornwall preferred. E. J. Griffiths, Dawson, Ohio.

MOTORS AND GENERATORS.

ALTERNATING OR DIRECT current motors and generators. Immediate delivery. Write us. We can save you money. Loveland & Monahan, 527 W. Jackson Blvd. Chicago.

AUTOMOBILE SUPPLIES.

CLINCHER AUTO CASES AND TUBES. Case 28x3, \$10.50; tube \$3. 30x3, \$11.50; tube \$3.25. 30x3½, \$15; tube \$3.75. 30x4, \$17.50; tube \$5. 32x3½, \$15.50; tube \$4. 32x4, \$19; tube \$5.50. 34x4, \$21; tube \$6. Single tube tires, 5 & 8 lugs, 26x2½, \$9. 28x2½, \$10. 28x3, \$12. My tires are all fresh from the factories, price at which the clincher cases are sold at, makers buffed off names. On receipt of 10% of the amount of order I ship and allow examination. W. Vanderpool, Jamestown, Ohio.

OFFICE SUPPLIES.

FOR SALE one slightly used Felt & Tarrant adding machine as good as new. Write H. M. Hastings, Cooksville, Ill.

BAGS FOR SALE.

100,000 SECOND HAND SACKS. All kinds in first class condition. Write for prices. Dan. W. Feitel, New Orleans, La.

INFORMATION.

ADDRESS WANTED of the Atlanta Flour & Grain Brokers. Address Charles, Box 2, Grain Dealers Journal.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing, Information Bureau, Grain Dealers Journal, Chicago, Ill.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

SCALES FOR SALE.

AUTOMATIC BAGGER & WEIGHER with reverse attachment. Sell at \$20. Josiah Young, Troy, N. Y.

FAIRBANKS & HOWE HOPPER Scales. 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Neb

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

ONE 1,000 BU. FAIRBANKS HOPPER SCALE with timbers \$75.00. One Fairbanks R. R. T. scale \$200.00; two 26" rubber belts 160' each \$70.00; two 24" rubber belts 120', each \$50.00. La Crosse Wrecking Co., La Crosse, Wis.

BELTING WANTED.

OLD LEATHER BELTING WANTED. We buy for cash old leather belting from factories, mills, elevators, etc. Schedule of prices we pay on application. Teu-Bur Improvements Co., 527 N. 2nd St. St. Louis, Mo.

BOOKS FOR SALE.

FOR SALE — Booker's Railroad Claim Forms never fail to receive immediate attention from claim agents. Complete record on one sheet all details. Tablets 100—200 Book form 300 sheets, price 1c per sheet. Express charges 10c, 20c and 30c anywhere. Shipped subject approval. W. J. Booker, Memphis, Tenn.

SUPPLIES WANTED.

PROPOSALS FOR FUEL, FORAGE, straw and mineral oil. Chief Quartermaster's Office, Atlanta, Georgia, March 1, 1910. Sealed proposals, in triplicate, will be received here until 11:00 a. m. April 1, 1910, for furnishing wood, coal, corn, oats, bran, hay, straw and mineral oil during the fiscal year commencing July 1, 1910, at Atlanta, Ga.; Forts Barrancas, Pickens, McRee, Dade and De Soto, and Key West Barracks, Fla.; Fort Caswell, N. C.; Forts Fremont and Moultrie, S. C.; Forts McPherson, Oglethorpe and Screven, Ga.; Fort Morgan, Ala.; Jackson Barracks and Forts St. Philip and Jackson, La. Information furnished on application here or to quartermasters at stations named. G. G. Bailey, Major and Chief Quartermaster.

MISCELLANEOUS.

DUST PROTECTORS \$1.50; slightly used typewriters \$25.00 up. J. G. Meier, Russell, Kansas.

ELEVATORS FOR SALE.

ELEVATOR IN IOWA to trade for So. Dak. land. Address John, Box 4, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE at Haverhill, Iowa, doing good business. Good reason for selling. C. C. Holdgrafer.

MILL & ELEVATOR in Central Indiana. First class location. Address Central Indiana, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR AT BENTON, KANSAS for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

22,000 BU. ELEVATOR, COAL sheds and small dwelling in best farming section of N. Dak. for sale. Address C. B. P. Box 4, Grain Dealers Journal, Chicago.

FOR SALE, ELEVATOR at a good grain point within twenty-five miles of Wichita, Kansas, at a bargain. Address Elevator, Box 3, Grain Dealers Journal, Chicago.

11,000 BU. GRAIN ELEVATOR on the C., R. I. & P. Ry., in southern Nebr., for sale. A 200 car station. One competitor. Write V. B. & S. Box 3, Grain Dealers Journal, Chicago.

ELEVATOR TO EXCHANGE FOR LAND in a town of 400. No competition. Large territory. Owner wants a good farm and not too large. Address James M. Maguire, Campus, Ill.

25,000 BU. CENTRAL ILL. up to date elevator for sale. Fine business in fine town of 1800 pop. Handle about 200,000 bu. A money maker and strictly A No. 1 grain proposition. Price \$10,000. Part cash. Address Bargain, Box 5, Grain Dealers Journal, Chicago.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B. Box 1, care Grain Dealers Journal, Chicago.

GRAIN ELEVATOR of 10,000 bu. capacity for sale in a good grain country and a good business town of 1500. This is the best built elevator in the country and is well equipped to handle all kinds of grain. Price \$4000. Address L. M. C. Box 6, Grain Dealers Journal, Chicago.

TWO 45 M. BUS. CRIBBED ELEVATORS located in central part of N. Dak. for sale. Elevators are sixteen miles apart in good business towns, doing a good business. Modern machinery, good cleaning facilities. Good reason for selling. Will sell either or both houses. Address H. B. H., Box 5, Grain Dealers Journal, Chicago.

ELEVATOR AND MILL for sale in one of the best grain sections in Nebr. Up to date 50 bbl. mill, Barnhard & Leas machinery in first class shape. Steady run, good exchange, best of reputation. Elevator 10,000 bu. capacity; all in good condition, doing good business. Address Nebr. Box 5, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ELEVATOR IN NORTHERN KANSAS for sale. 10,000 bus. Town of 700 people; good grain territory. Also handle live stock. Price \$3000 including live stock business. Address Cuba Elevator Co., Cuba, Kans.

ALL OR 1/2 INTEREST IN ELEVATOR to sell. Located in corn belt of Okla. \$2500 cash and balance \$2500 on payments will handle entire plant, or \$1500 cash and balance \$1000 on payments will handle 1/2 interest. Address Box 96, Verden, Okla.

MODERN NO. INDIANA ELEVATOR on two railroads, in full working order, for sale. Has capacity of 22,000 bu.; 25 H. P. Olds gasoline engine and up-to-date equipment throughout. For full particulars address Vern, Box 12, Grain Dealers Journal, Chicago.

NORTH CENTRAL IOWA, a 16,000-bu. cribbed elevator stock and coal business for sale. All doing a good business. Consideration, \$4,500.00. A right good opportunity. Reason for selling, other business. Address Lyle, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE. G. N. Railroad. 30 M. capacity. One of the best grain points in Southern N. Dak. Must be sold within the next 30 days. Owner going west. If you are looking for a money maker, here is one. Address Dell, Box 4, Grain Dealers Journal, Chicago.

15000 BU. ELEVATOR AND COAL business for sale. Only elevator and coal business in town. Good grain country surrounding. Doing a good business; located on Big 4 R. R. 12 miles east of Bellefontaine, Ohio. Everything first class. Price \$6500. Address E. C. Brungard, Big Springs, Ohio.

A MONEY MAKING ELEVATOR at the best grain station on the Big 4 between Cairo and Danville for sale. Ideal opportunity for a young man wanting to go into the grain business. Will make big money on a \$10,000 investment. If you want to trade, must do so quick. Might take some good farm land in trade. Address Lock Box 667, Carmi, Ills.

A 35M ELEVATOR located on its own ground on the I. C. R. R. in the corn belt of Ill. New cribbed house, modern in every respect; handle 150 to 200 M yearly in a good organized territory; price \$9,000.00; a snap, and don't answer this if you don't mean Biz. Further particulars address Cotton, Box 9, Grain Dealers Journal.

ELEVATOR AND LUMBER YARD for sale. Located on the B. & O. S. W. R. R. Central Ill. Handle about 125 M. bus. of grain, 75 cars of hay, 40 cars of coal and 30 cars of lumber during the year. Capy. of elevator 25 M. bu. 25 H. P. gasoline engine, modern equipment. Price \$8,500.00 for elevator, lumber sheds and real estate, the lumber will invoice about \$7,000.00. This business has been a money-maker and will bear close investigation. Address E. H., Box 12, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

FOR SALE ELEVATOR, general store and dwelling. Nearest store 7 miles. Good location. Address J. W. Box 5, Grain Dealers Journal, Chicago.

60,000 CAPACITY NEW CRIB ELEVATOR for sale. Corn and oats country, in central Ill. No competition nearer than 6 miles. Handles 300,000 bus. per year, \$9,500. Address I. O. F., Box 6, Grain Dealers Journal, Chicago.

ELEVATOR AND FEED BUSINESS in Iowa town of 6,000 inhabitants for sale. Thoroughly equipped, cribbed building of 30,000 bus. capacity. Address J. H. S., Box 5, Grain Dealers Journal, Chicago.

FOR SALE OR WILL EXCHANGE for good land, an elevator doing a good grain, coal and seed business, located in Western Ind. in the heart of the best corn country. Address H. A. R., Box 5, Grain Dealers Journal, Chicago.

ELEVATOR IN N.W. IOWA. Handle in connection, coal, feed, seeds, hay, produce, etc. A good live business and a money maker. If interested address George, Box 5, Grain Dealers Journal, Chicago.

FOUR ELEVATORS WITH coal, flour and live stock business for sale or trade; two in S. Dak. and two in Iowa; all good points and good houses. Address E. P. C. Box 4, Grain Dealers Journal, Chicago.

OWING TO POOR HEALTH will sell my elevator, feed mill and home in central Wis. Take advantage of an opportunity to get a good business for \$4,000. Address Peter, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE. A new modern elevator of 15,000 bus. capacity on branch of the Rock Island R. R., 40 miles from Omaha, in the best corn county of Iowa. Good trade and a money maker. Address Box 294, Atlantic, Iowa.

ELEVATOR FOR SALE. You can buy a good elevator with two corn cribs in a large farming territory in state of S. Dak. on G. N. road; only two elevators in town. We also do a good business buying hogs and cattle. No competition. Poor health, retiring from business is reason for selling. Address South, Box 1, Grain Dealers Journal,

KANSAS ELEVATOR FOR SALE. 10,000 bu. capacity. Located on Mo. P. R. R. & U. P. transferred. Wheat and corn belt, handles 100,000 bu. annually. No competition. Only elevator, town population 500. About 85% of crop in farmers hands. 60 days grace sale. Answer quick, snap. Address M. P. T. Box 2, Grain Dealers Journal, Chicago.

ELEVATOR AND COAL BUSINESS for sale in Northeastern part of Kans. modern; 10,000 bus. capacity; handles about 100,000 bus. of grain annually; town of 1,500 inhabitants. Equipped with 21 h.p. Otto gas engine, sheller, cleaner, man-lift, Howe hopper scale and car puller. Also do a 2,000 ton coal business annually. Only one competitor. Price \$5,000. Easy terms; no trade will be considered. Write Fisher & Son, Frankfort, Kans.

ELEVATORS FOR SALE.

GOOD ELEVATOR IN WESTERN OHIO for sale. Capacity 30,000 bus. Address G., Lock Box 104, Sidney, Ohio.

MODERN 30M ELEVATOR for sale on Great Northern. One of the best points in No. Dak. Good reason for selling. Address N. D., Box 6, Grain Dealers Journal, Chicago.

ELEVATOR IN SOUTHERN MINN. for sale. Doing a good business. For full particulars address B. G. Box 6, Grain Dealers Journal, Chicago.

ELEVATOR FOR \$4,000. In fair sized town, doing 150,000 bu. business annually. Good competition. Good chance for a party with small amount of capital. Address Jas. M. Maguire, Campus, Ill.

AN ELEVATOR in good running order, about 5,000 bus. capacity. Also coal and lumber business. Good opening for general stores. Located on Chicago, Milwaukee & Gary Ry. H. J. Schule, Maple Park, Ill.

ELEVATOR IN NORTHWESTERN KANS. Capacity 10,000 bus. On C. R. I. & P. Ry. Fine grain territory, good condition. Price \$4,500. Good reason for selling. Address S. D. Taylor, Dresden, Kans.

ELEVATOR AND COAL YARD SITE for sale at Frankfort, Kans., on the New U. P. Ry. Frankfort ships 250 cars grain and consumes 3500 tons of coal annually, with only two dealers. Write Fisher & Son, Frankfort, Kans.

ELEVATOR IN S. DAK. for sale in best grain and corn section of state. No competition. For further particulars and reason for selling address R. A. N., Box 5, Grain Dealers Journal, Chicago.

A 25,000 CAPACITY ELEVATOR on G. N. road in So. Dak. for sale. We handle about 125 M yearly. The elevator is built but a few years and located in a splendid grain growing district. Will stand close investigation. Address H. A. C., Box 6, Grain Dealers Journal, Chicago.

FOR SALE. In order to dissolve partnership, we offer for sale our grain, cotton and coal business consisting of four modern elevators and two well equipped, practically new cotton gins, coal sheds, etc. They can all be handled from central point, and all have large fine wheat, corn, oats and cotton territory in the best part of Oklahoma. These plants can be sold as a whole or separately. Address Pearson & Hayton, Marshall, Okla.

ELEVATOR IN NO. WESTERN OHIO for sale. Modern 15,000 bu. capacity, located in a town of 4000. Handles 100,000 bu. of grain annually. Large territory; centrally located; handles 100 cars of coal in connection with the grain business. About one acre of ground goes with this plant. Own private switch. \$12,000 will take this plant. Half cash and long time given on preferred payments if desired, with low rate of interest. Reasons for selling, have other business that must be looked after. Address E. B. Box 5, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

TEN ELEVATORS FOR SALE located South eastern-central and North western Minnesota, in good territory. Will take part cash, balance on time if desired. Address Elevator, Box 460, Duluth, Minn.

ELEVATORS WANTED.

WANTED TO BUY OR LEASE a transfer house and line of elevators. L. G. Vincent, Odell, Ill.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED TO RENT AN ELEVATOR which handles not less than 75,000 bu. annually. Prefer location in western Dakota or Montana. Address P. O. Christianson, Roseau, Minn.

GOOD ELEVATOR IN OHIO OR Indiana wanted. Handle 100,000 bus. or better. No objection to good side line. Will pay cash for a plant that is right and a good business. Address L. M. F., Box 5, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATORS FOR SALE. The kind you want at reasonable prices. Let me know the amount you wish to pay and the size of the town you want to locate in. Have them for \$2,800 to \$35,000. Address James M. Maguire, Campus, Ill.

FOR A FEW DAYS ONLY we have three of the best lines of elevators in Oklahoma to offer. Unparalleled opportunities to make big money this year. Address, Oklahoma Elevator Brokers, Sapulpa, Okla.

GRAIN ELEVATORS FOR SALE. I have a good line of grain elevators located on the different railroads in Nebr. and North-western Kans. and will be glad to quote price on any one or all of them, together with detailed statement. If interested, write me. J. W. Hiler, Elevator Broker, Sheldon Block, Lincoln, Nebr.

ONE SPECIAL ELEVATOR BARGAIN in Illinois. No competition, fine town, country, 2 Rys., ships 250,000, fine modern house. Bargain \$12,500. Over 100 sold and every buyer making money. We have over 500 to select from and give each buyer benefit of our 11 yrs. study of conditions and values. Will suit each purse. To buy an elevator of John A. Rice, Frankfort, Ind., is to make money.

OKLAHOMA—The acreage of last fall sown wheat shows a 15% increase over the previous year. Splendid prospects for increased acreage in oats. Millions of bushels of grain will be ready for the market in July. Get busy now and be ready to get a share of the business. We have elevators, mills, stocks in mills and good coal and feed propositions to sell or trade. Write today. Oklahoma Elevator Brokers, Sapulpa, Okla.

BUSINESS OPPORTUNITIES.

GRAIN, LUMBER AND COAL business for sale. Western Iowa, main line C. & N. W. Competition good, plenty of business and a money maker. Address J. J. Box 4, Grain Dealers Journal, Chicago.

FLOUR, FEED AND COAL BUSINESS N. W. Missouri for sale. Annual sales \$18,000, paying 17%. Lot, building, engine machinery sheds. \$8,000; terms. Particulars W. A. Huntsman, Oregon, Mo.

GRAIN AND COAL BUSINESS handling over 100,000 bus. grain and 1,200 tons of coal for sale. Central Iowa. Address G. & C., Box 4, Grain Dealers Journal, Chicago.

NINE ROOM DWELLING, wood-house, wash-house and barn in good section of county seat of Cedar County with three lots 150 feet, south frontage on corner \$2,000. Easy terms. John R. Wamples, Tipton, Ia.

GOOD GENERAL STORE located in Eastern part Indiana on R. R. for sale. Post Office and express office with it. \$16,000 business annually. No opposition. Handle anything. Stock \$2,750, fixtures \$200, property \$1,500. Hucker wagon. Too much other business reason for selling. Have good elevator might let go with store. Address Business, Box 5, Grain Dealers Journal, Chicago.

RUSSE GRAIN & SEED CO, Indianapolis, Ind. March 11, 1910. Since the death of our father, Mr. Henry Russe, the senior member of the Russe Grain & Seed Co., the surviving members of the firm wish to discontinue the business and sell out at once. If you are interested in this old and established concern, kindly let us hear from you by wire, mail, or call on us personally. Established 22 years ago. The Russe Heirs.

AN ESTABLISHED FLOUR AND feed business with warehouse on railroad siding, located in the best small city, population 6,000, in New Mexico, for sale. Delightful climate on Eastern slope of Rocky Mountains; a prosperous and growing country. Annual sales, \$50,000 to \$60,000. Capital required \$6,000 to \$8,000. For particulars, address P. O. Box No. 342, Raton, New Mexico.

POULTRY FOR SALE.

RHODE ISLAND REDS—The great utility fowl. Eggs for hatching from prize-winning stock for sale. Grove Poultry Yards, Downers Grove, Ill.

WHITE WYANDOTTES, grand utility stock. Splendid layers. Write for circular. Geo. M. Klein, Box 66, Downers Grove, Ill.

DARR'S BARRED PLYMOUTH ROCKS are large boned, well barred and extra good layer. Cockerels, eggs and day old chix. In the ribbons Mpls. Jan. 1910. Wild malard decoy eggs, also eggs from high scoring single comb Rhode Island Reds. R. C. Darr, Lakefield, Minn.

SITUATIONS WANTED.

GRAIN BUYER WANTS situation. Four years experience. Bond and reference. Married. Address Box 244, Volin, S. Dak.

ELEVATOR MAN wants position in or near Indiana. 10 years experience and had some bookkeeping. Address 817 W. 5th St., Marion, Ind.

WANTED TO RUN A GOOD GRAIN and coal business in state of Ind. Eight years experience. 27 years old, married. Best references. Address Fred, Box 5, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR wants position. Young man of good judgment and two years' experience. Best of references. Address Worker, Box 3, Grain Dealers Journal, Chicago.

MANAGER OF ELEVATOR wants position. All around elevator man, 4 years experience, expert gasoline engineer, good bookkeeper. Employed but wish change. Address Harry, Box 5, Grain Dealers Journal, Chicago.

POSITION WANTED AS BUYER OR manager for some good firm or as solicitor for a commission firm. 12 years experience in the grain business. Am employed but desire to make change. Address Ed., Box 6, Grain Dealers Journal, Chicago.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers' Journal.

PRACTICAL, RELIABLE MILLER wants position with prospects for advancement with mill or grain firm. Best of recommendations but prefer work to recommend at all times. Young, married; been in the business from youth; experienced in cereals. Familiar with steam, gasoline and motor power. Steady, temperate. Employers interest looked after. Address W. H. Box 6, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

PARTNER WANTED. A mill of 150 bbls. capacity with meal mill of 1,000 bus. capacity, located on main line of L. & N. R. R. in Lynnville, Tenn.; good thriving town with good churches and schools and surrounded by fine wheat and corn growing territory, wants a partner with \$5,000 to \$10,000; man must understand the milling in transit business and be able to manage the buying and disposing of mill products. Evans-Kerr Milling Co., Lynnville, Tenn.

MILLS WANTED.

WILL TRADE good clear land for flour mill up to 500 bbl. capacity, if a bargain. H. S. Randall, Lock Box 269, Davenport, Ia.



BINDER TWINE 7½ lb. f. o. b. Melrose, O. or Kansas City. Samples and Catalogs Free. Elevator men write us.

Theo. Burt & Sons, Melrose, O.

MILLS FOR SALE.

ALFALFA MILL FOR SALE. Write The Land & Power Company, Arkansas City, Kansas, for particulars.

SUN FLOUR MILL FOR SALE. 50 bbl. sun flour mill, manufactured by the Montpelier Cup & Metal Works of Montpelier, Ind. This is a new mill which they installed for me the past year, and I will sell it for 50% of what it cost me. T. Costello, Penn Yann, N. Y.

\$6,000, A SNAP. 50 bbl. mill, new 50 h. p. gas engine, power very cheap, located in central Ohio. Mill in good repair; no competition; good town 5500 inhabitants. We own the ground, located on Penn. & Big 4 R. R. Reason for selling, the miller of the company is dead and balance of stock holders are farmers and wish to close up the business. Would consider good property or farm in exchange. Address Ohio, Box 6, Grain Dealers Journal, Chicago.

ENTIRE PLANT OF PINE BLUFF MILL & Elevator Co., formerly operated by T. H. Bunch Co., located at Pine Bluff, Ark. Plant is modern, substantial brick building, daily capacity 600 bbls. meal, 2,500 sacks corn chops. Plant is located in two trunk line railroads; enjoys milling in transit rates; surrounded by large consuming territory; machinery modern, including complete Automatic Sprinkler System, low rates of insurance. For sale on reasonable terms. Address Cochran & Kavanaugh, L. Drawer "W," Little Rock, Ark.

GASOLINE ENGINES.

18 H.P. LEWIS GASOLINE ENGINE in first class condition with electric igniter for sale at a bargain. S. J. Thompson, Holton, Kans.

ENGINE AND PULLEY for sale. One 4 h. p. Little Sampson gasoline engine used 3 weeks. One 32" iron Split pulley, 12" face, 2½" bore. Prices right. Hockman & Collier, No. Hampton, O.

TWO NATURAL GAS FAIRBANKS MORSE ENGINES for sale. One of 28 and the other of 44 h.p. These engines are in first class condition in every respect and from a recent test the 44 h.p. developed 53 h.p. and the 28 developed 28.27 h.p. Address Barker, Brown & Co., Huntington, Ind.

GASOLINE ENGINES FOR SALE.

1-3 H.P. Fairbanks Morse, speed 350.
1-3 H.P. McMullin 2-cyl., speed 350.
1-16 H.P. Otto, speed 160.
1-25 H.P. Fairbanks Morse (new).
1-50 H.P. Olds, speed 225.

Above were taken in trade by us for electric motors and are for sale cheap. We thoroughly overhaul and test them before shipment. Gregory Electric Co., 1611 Lincoln St., Chicago.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
15 H.P. Fairbanks Morse.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
12 H.P. International Howe.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

GASOLINE ENGINES.

SECOND HAND GAS AND gasoline engines, 3 to 25 H. P. Get our list and prices. Christensen Engineering Co., Milwaukee, Wis.

ONE 2½ H. P. LAWSON GASOLINE ENGINE for sale. Practically new; will sell cheap. Address R. Porter, Cicero, Ind.

1 H.P. TO 50 H.P. GAS ENGINES 1 to 1,000 h.p. Quick shipment. Write us. We can save you money. Loveland & Monahan, 527 W. Jackson Blvd. Chicago.

ONE 30 H.P. COLUMBUS GAS ENGINE used only 18 months. Perfect running order, develops its rated power. Need more power, must change to steam. Address Crescent Fence Co., Tremont, Ill.

ONE 35 H. P. OLDS GASOLINE ENGINE for sale. Used very little, is in perfect order, bought new last June. Makers guarantee as well as ours. For bargain write or call on Mattoon Grain Co., Mattoon, Ill.

GASOLINE ENGINES FOR SALE.

2 H. P. Foos Jr. Good condition. \$ 65.00
4 H. P. Olds, good condition.... 90.00
3 H. P. Webster, good condition 60.00
3 H. P. Field, used one year.... 95.00
4 H. P. Field, used 60 days.... 105.00
8 H. P. White & Middleton, good as new 200.00
10 H. P. Nichols & Shepard traction engine, perfect condition. 200.00
12 H. P. Otto gas, good condition 200.00
16 H. P. Vertical Marinette.... 200.00
25 H. P. Horizontal Foos, good condition 300.00
20 H. P. Fairbanks, latest improved, good as new..... 350.00
Allen P. Ely & Co., Omaha Nebr.

Oklahoma Elevator Brokers SAPULPA, OKLAHOMA

Buy, build, sell and exchange
MILLS AND ELEVATORS

SHIPPERS' RECORD BOOK NO. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL. (

STEAM ENGINES—BOILERS.

STEAM PLANT FOR SALE consisting of two boilers 54x14 tubular with fronts, grates, stack, etc. Good condition. \$500 takes the outfit. W. R. Jones, Muskegon, Mich.

FOR SALE—140 H. P. rebuilt Frost Manufacturing Company engine, 1-50 H. P. Fairbanks & Morse boiler, one 16 inch 65 foot smoke stack; all in good repair and guaranteed. For sale very cheap for cash. Will sell each separately. Outfit good enough for any new elevator. F. A. Vant, Talbot, Ind.

ENGINES & BOILERS FOR SALE—1-125 H. P. 15x20 Atlas four valve automatic L. H. engine with square jacketed cylinder, 8'x16" fly wheel, complete with all necessary oilers, lubricators, etc. 2-54x16-70 H. P. Standard Brownell tubular boilers, complete with ornamental double front, double breeching and stack. Above boilers complete with standard equipment, including 1½" injector, all valves and fittings. 1-75 KW., 250 V., 750 R. P. M. belted type Westinghouse generator. 1-58x14" Endless double leather belt. 1-30x6' open heater. 1-4½x3x4 Smith-Vaille duplex boiler feed pump; 1-12x24 R. H. Lawrence engine, complete with 6'x12" band wheel. Automatic governor. 1-7½ KW. 110 V. DC. Westinghouse generator; 1-6 H. P. Fairbanks-Morse gas engine. The Jaspersen Supply Co., St. Marys, Ohio.

REBUILT ENGINES AND BOILERS. The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES — AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 Allfree, etc.

ENGINES — THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS — STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5, and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated **LEADER INJECTORS** and **JET PUMPS**. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, O.

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

GRAIN FOR SALE.

WHEAT, CORN, OATS AND Kaffir corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

RECLEANED KAFFIR CORN. Lots of it, either sacked or in bulk. Also large quantity choice No. 1 baled prairie hay. Ask for prices. Raymond & Son, Douglas, Kans.

GRAIN WANTED.

WANTED CONSIGNMENTS of oats and barley. H. Jahns Jr. Co., Milwaukee, Wis.

WANTED SHIPPERS OF GRAIN, hay, flour and mill feeds to quote prices to W. R. Bryan & Co., Brokers, Nashville, Tenn.

CORN AND OATS in full or split cars. Also hay and straw. Ask for prices delivered your station. The Garman Grain Co., Delphos, Ohio.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

WANTED your account for the sale of corn, oats and feed stuffs on the Memphis market on brokerage. Send sample mill oats and good screenings. Every grain shipper should have our Railroad Claim Book. It collects claims on transportation companies quickly. Claim agents are pleased to receive claims made in such condensed form, which admits of quick adjustment. It is inexpensive and worth its weight in gold to claimants. Correspondence solicited. W. J. Booker & Co., Memphis, Tenn.

SALVAGE GRAIN OFF GRADES and DAMAGED GRAIN

Bought and Sold.

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N.Y.

Want a Job? —Advertise in the Situations Wanted columns of the Grain Dealers Journal.

BUCKWHEAT FOR SALE.

BUCKWHEAT GRAIN.

Buckwheat Flour.

Buckwheat Groats.

For Sale by
Miner-Hillard Milling Co.,
Wilkes-Barre, Pa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

HAY FOR SALE.

ALFALFA HAY AND SEED for sale. Write Nebraska-COLORADO Co., Kearney, Nebr.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

WANTED CONSIGNMENTS of timothy hay. H. Jahns Jr. Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

WE BUY FURS AND HIDES

of all kinds and pay top prices and make quick cash returns. TRAPPERS GUIDE sent free to all who ship and mention this ad. **McMILLAN FUR & WOOL CO.** Minneapolis, Minnesota.

WRITE FOR CIRCULARS.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen—Enclosed find One and ⁵⁰/₁₀₀ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator.....

.....bus.

State.....

SEEDS FOR SALE.

FOR SALE—MILLET SEED a specialty. Also deal in all kinds of grain and seeds. D. H. Clark, Galt, Mo.

TWO CARLOADS CLOVER SEED tailings for sale. J. M. King & Son, North Vernon, Ind.

ALSIKE CLOVER SEED for sale. Write for samples and prices. C. O. Barnhouse, Agosta, Ohio.

ALSIKE MEDIUM OR MAMMOTH for sale. For samples and prices write Walter G. Trumpler, Tiffin, Ohio.

MEDIUM CLOVER SEED for sale. Write for prices and samples. Geo. Keller & Sons, Quincy, Ill.

MEDIUM AND MAMMOTH CLOVER SEED for sale. Free from Buckhorn. Nathan & Levy, Ft. Wayne, Ind.

IF YOU ARE IN THE MARKET for timothy or clover seed write us for samples and prices. Noble Bros., Foosland, Ill.

SEEDS FOR SALE — Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Write for prices. Illinois Seed Company, Chicago, Ill.

SEED CORN. We have the finest quality of corn grown in this country on crop of 1909. Write for prices. The Ridgway Elevator Co., Ridgway, Ill.

SEED CORN. Write us for wholesale prices on any variety field corn—carefully graded shelled corn or on ear. Write for samples. Miami Valley Seed Co., New Carlisle, Ohio.

DAKOTA GOLD MINE seed corn beats the world. Yields 100 bus. per acre. Ripens in 100 days; special prices to elevator men. Address Crill, the seed corn man, Elk Point, So. Dak.

SEED CORN. Reid's yellow dent selected graded and tested, showing germination of over 95%. \$3.00 per bus. while it lasts. Order early to insure supply. Palmer & Co., Kalona, Iowa.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, St. Louis, Mo.

CLOVER SEED for sale. Both mammoth and little red, ranging in quality from N. E. G. to Prime. Will be very glad to quote prices upon receipt of inquiries. J. M. King & Son, North Vernon, Ind.

THE TOLEDO FIELD SEED CO.
CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

SEEDS FOR SALE.

CLOVER SEED—Car lots or less from \$6.00 up. Write for samples. C. C. Norton's Sons, Greenfield, Ohio.

WE HAVE CLOVER SEED for sale. Write us. Kinsey Bros. No. Manchester, Ind.

MINN. SEED CORN. 100 bus. yellow dent raised in Wabasha County, large deep kernels—90% germinates under test. Write for samples and prices. R. E. Jones Co., Wabasha, Minn.

MILLET, CANE, KAFFIR CORN or milo maize for sale in carload lots, straight or mixed. Prices on application. Address Landrum & Boyer, Scott City, Kans.

MONTANA CHEVALIER barley for seed for sale. Send for samples and price, delivered your station. Car lots only. Turle & Co., Duluth, Minn.

SEEDS WANTED.

CLOVER, MILLET, CANE and other field seeds wanted. Car lots or less. Send samples. Griswold Seed Company, Lincoln, Nebr.

SEEDS WANTED—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Send Samples. Illinois Seed Company, Chicago, Ill.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

SEEDS WANTED. German, Siberian and Hungarian millet, either straight or mixed cars. Send samples. Are also in the market for southern white and redcob corn. Jameson, Hevener & Griggs, St. Paul, Minn.

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

SEED CORN

We are exclusive agents for H. H. Goddard's "SILVER KING White Dent," grown, selected and tested by Mr. Goddard who originated this wonderful variety. Endorsed by state authorities everywhere. Try our hardy northern-grown seed corn. Clovers, Timothy, Alsike, Mixed Timothy and Alsike Japanese Millet, Garden Seeds, etc. Catalog free.
THE ADAMS SEED CO., Box 9, Decorah, Iowa.

WE BUY PURE SOFT WINTER WHEAT
CHOICE WHITE CORN (either ear or shelled)

Cincinnati official weights and grades final.

PERIN BROS., **Millers** **Cincinnati, Ohio**

WE PAY CASH FOR FIELD SEEDS.**Kaffir Corn, Milo Maize, Sunflower Seed**

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.

WE ARE DEALERS IN SEEDS
Timothy, Clovers, Millets, Etc.
Also Seed Grain
MINNEAPOLIS SEED CO. MINNEAPOLIS, MINN.

CANADIAN BANNER OATS

This variety was seeded in the Dakotas, Minnesota, Iowa and Illinois with wonderfully satisfactory results.

In Canada They Yielded

100 to 125 Bushels Per Acre

They are an early variety.

Write us for particulars.

We distribute in car lots only.

Randall, Gee and Mitchell Co. MINNEAPOLIS MINN.

One Insertion Enough

Chatsworth, Ill. Nov. 30, 1909.

Grain Dealers Journal,
Chicago, Ill.
Dear Sirs:

Please discontinue my ad.
and send your bill for same. I have
an elevator as the result of my first
ad., the second one was unnecessary.

Yours very truly,
Jas. W. Ford Jr.

When looking for an elevator search the "Elevators For Sale" columns;
but should you not find what you desire you will save lots of trouble,
time and travel by putting an "Elevators Wanted" ad in the

Grain Dealers Journal, Chicago, Ill.

Cost is only 15 Cents per type line per insertion.

SALT

We ship New Barrels Only. Please your trade.
Give us a trial and be convinced.

COLONIAL SALT CO.,
1214 Manhattan Bldg., Chicago, Ill.

Some Users' Names

¶ Here are the names of some Illinois Elevators who are using our
dump controller.

W. H. Current	Indianola, Ill.
K. A. Harper	Potomac, Ill.
W. P. Lewis	Humerick, Ill.
Hargroves & Godel	Manhattan, Ill.
Jeter & Boston	Yorkville, Ill.
Fred Rose	Homer, Ill.
Badder & Co.	Vermont, Ill.
Thos. Carbon & Co.	West Point, Ill.
Farmers Grain & Coal Co.	Little Indian, Ill.
B. P. Hill	Barleyville, Ill.
Lomax Grain Co.	Lomax, Ill.
Neola Elevator Co.	Serena, Ill.
A. B. Puterbaugh	Milledgeville, Ill.
Shelden Elevator Co.	Shelden, Ill.
E. C. Summers	Culmer, Ill.
Schultz, Baurjan & Co.	Beardstown, Ill.
Smith-Hippen & Co.	Pekin, Ill.
E. F. Verry & Son	Richmond, Ill.
J. R. Wagner	Metamora, Ill.
Berger & Cooley	Redick, Ill.
Bardolph Elevator Co.	Bardolph, Ill.
Churchill & Son	Chenoa, Ill.

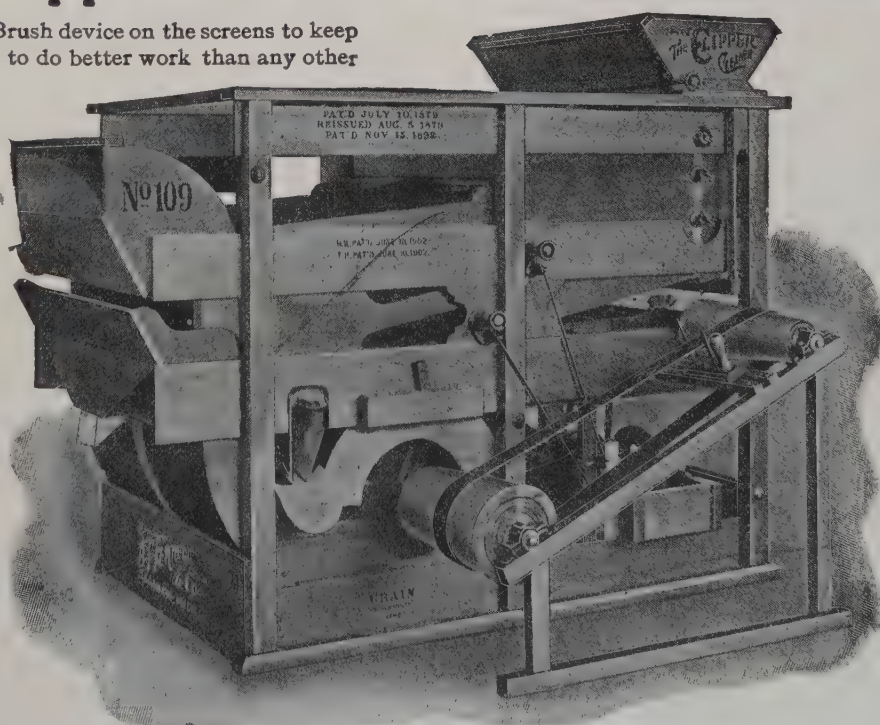
¶ If your neighbor is not among this
list, write us and see if we cannot
furnish it.

RELiance CONSTRUCTION CO.
INDIANAPOLIS, IND.

The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep
them from clogging, which enables it to do better work than any other
cleaner. It also has our Special Air
Controller, which an experienced
man will see at a glance is a perfect
device for regulating the Air Blast.
It has three full length screens and
one-half length scalper screen which
makes it very desirable for handling
dirty or chaffy seed, grain or corn.
The excellent results obtained on this
machine and the small amount of
power required by it will surprise you
if you have not operated one of our
Cleaners.

We guarantee it to give perfect
satisfaction on clover or timothy seed
or any kind of grain and it can be
operated with one-fourth the expense
for power of any suction cleaner on
the market. If you are looking for a
first-class, up-to-date cleaner of good
capacity, we would be glad to send
you catalog and give prices and par-
ticulars upon request.



A. T. FERRELL & CO., SAGINAW, W. S., MICHIGAN.

INVINCIBLE GRAIN CLEANERS

By design, experiment and many trials have been found to be truly Invincible.

We have been asked more than once, How can that be? Our answer is, that we have had the best talent in designing our cleaning machinery and our

INVINCIBLE SHOP STANDARDS

Have accomplished this. By Invincible Shop Standards we mean the best material—the best workmanship and the greatest care in all the processes of manufacture.

With these excellent conditions we feel confident that we can prove that our machines will do all that we claim and will fulfill all that is implied in the name we have given them. Write us for particulars.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

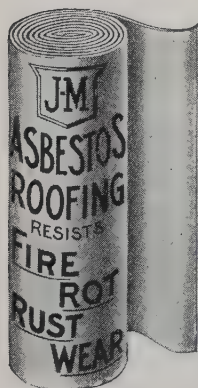
Represented by J. H. PANK, 512 Traders' Bldg., Chicago, Ill., Phone Harrison 667.

F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.

C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.

N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

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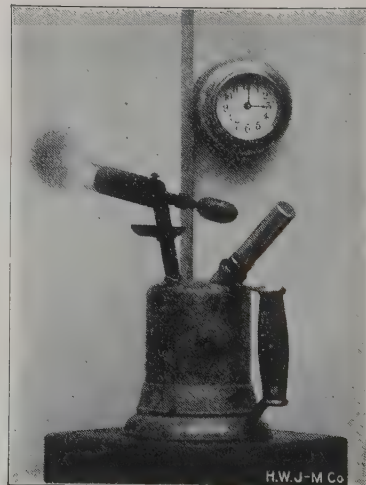
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The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY.

CHICAGO, ILL., MARCH 25, 1910.

WAGON SCALE foundations need close inspection now that the frost is out of the ground, as many will need resetting if correct weights are to be obtained.

KANSAS CITY, Kansas, which Mr. Christie proposed to make the grain center of the country, has not even one "grain firm" left in business. The bucket shop keepers are slowly being run out of business.

DIRTY GRAIN can always be depended upon to heat much more quickly than clean grain. Shippers who blow their grain well before loading often realize a better price for the grain and avoid losses from heating.

MEMBERS of Congress should be prosecuted for shipping impure seed from one state to another as are other shippers. It is not fair that they should be permitted to deceive planters while others are prosecuted and persecuted.

BEANS from Manchuria and corn from the Argentine and South Africa are responsible for reduced European demand for American maize. However, the home demand has grown to such proportions that the foreign consumer is no longer needed to keep King Corn out of the fuel bin.

THE REPORT, that so many delegates of the Crop Killers' Union have tramped over the wheat fields of Kansas the grain is now back in the earth and doing nicely, is stoutly denied by some of the oldest and heaviest of the crop experts.

THE RAILROAD BILL now pending in Congress contains several very objectionable features which are meeting with vigorous opposition before the house committee and in the Senate, but unless the bill is passed, the railroads will continue to ignore the rights of the shippers just as they have been doing.

MORTGAGES on growing crops are likely to be prohibited in Mississippi if Gov. Noel has his way. Country grain buyers everywhere would be glad if all liens on grain were ended, as they have wearied of being forced to assume liability for indebtedness incurred by tenants and other short-sighted grain growers.

ONE RESULT of the advance in rate of commission for members of the Chicago Board of Trade from one-half to three-fourths of the rate to non-members on cash transactions is likely to be the opening of offices in Chicago by several out-of-town firms whose large business in Chicago would seem to justify such a movement.

RECIPROCAL DEMURRAGE is now being enforced in Minnesota. The Supreme Court of that state having upheld the law, the Receivers and Shippers Ass'n of the state is undertaking the collection of demurrage claims against carriers and seeking to enforce the law in hope of compelling railroad companies to provide more rolling stock and motive power and give prompter service.

FREIGHT TARIFF schedules will hereafter be charged for at the rate of \$1.00 per year if the southwestern tariff committee has its way. Several shippers' ass'ns have already entered a vigorous protest against this latest form of railroad extortion. Inasmuch as shippers are held responsible for knowledge of the legal rate, they are entitled to copies of the schedule free of charge.

TWO FIRES occurred in the elevators of an Illinois dealer within the last ten days, both of which were due to preventable causes. In one, grain car doors carelessly piled against the elevator were set on fire by locomotive sparks, with the result that the owner has a loss of over \$8,000. In the other case, the exhaust pipe of gasoline engine was blown against the building and fire communicated to the weather boarding. It is not expected that every dealer will obviate all known causes of fires, but the number of fires can be greatly reduced by the exercise of greater vigilance.

MORE BINS in country elevators would enable operators to classify receipts closely and to load cars with grain of nearer uniform quality. In every terminal market each car load is given the grade of the poorest grain found in the car, so the shipper's returns from his best grain often are much below what he could obtain by careful grading of grain purchased from farmers. Off-grade grain placed in bin with No. 2 may not always be discovered, but the chances are against it.

IF ANY railroads are today neglecting or refusing to supply shippers with grain doors or compensating them for supplying them, we would be pleased to know of it. Most of the roads which want the grain shippers' patronage are now showing a disposition to provide better facilities for transporting bulk grain than ever before. They are beginning to realize that by so doing they will increase their freight earnings and reduce the claims and help needed in the claim department.

TAXING grain stored in elevators and warehouses on its way to the consumer has always been persistently opposed by warehouse-men, but seldom successfully. Tacoma grain dealers are making a vigorous effort to convince assessor that the grain stored with them is simply in transit awaiting transportation. The decision recently rendered by the Illinois Supreme Court justifies assessor taxing property wherever he finds it stored, and it does not seem likely that any other state will take a different view of this matter.

ANTI-FUTURE legislation, which has been under consideration by the agricultural committee of the House of Representatives for some time past, seems to be certain of failure. The committee has obtained so much information that it seems to hesitate to strike at the speculators, lest great damage be done to the cash trade. It is, indeed, well for the country that Congress is disposed to adopt such a conservative policy. The proposed remedy would do more harm to producers and consumers than to speculators.

NORTHWESTERN roads are far from moving grain with that dispatch common to normal conditions. Some receivers of hay and grain report both commodities standing on shipper's track since December, which would seem to indicate that several railroads could promote their own business and help the cause of shippers along their line by buying at least one more locomotive. Lack of motive power seems to have been the cause of all the trouble. Shippers whose grain has been long delayed in transit should let their voice be heard and thereby encourage others to kick and help to secure relief from the deplorable condition.

SPONTANEOUS combustion in slack coal started a fire in the power house of a Missouri mill recently but did little damage, because the power house was constructed of fire-proof materials. The Michigan Millers' Mutual Fire Insurance Co., which was carrying the risk, has seen fit to commend power houses of this character in hope that its policy-holders and other millers and grain dealers may profit by the experience of the Missouri firm.

OFF-GRADE corn has been directly responsible for country shippers suffering heavy losses recently. They did not dare to hold it, fearing that it would heat; consequently terminal markets have been flooded with grain of poor quality, and declining markets have been further depressed, all unnecessarily. Small driers at country points would not only protect shippers from losses of this character, but would enable them to handle damp grain safely and at a profit.

SHIPPERS who desire their claims against railroad companies to receive courteous and prompt attention should see to it that all papers relating thereto are presented in proper order and the claim fully proved. No claim agent has the right or authority to pay a claim upon the unsupported word of anyone. The official papers relating to the claim serves to verify the statements made by the claimant and such papers will always be presented without hesitation by shippers expecting to receive prompt attention.

THE DEMAND for margins on contracts for the delivery of grain thirty days or more hence continues to gain force. A meeting was held in Kansas City recently in hope of bringing about concerted action on the part of different grain exchanges, but no action was taken. It seems certain that buyers and sellers must either be protected by the cash margins on grain sold for distant delivery, or else refuse to make any sale or purchase which does not contemplate the delivery of the grain within thirty days.

SHRINKAGE of grain handled thru a terminal elevator cannot be prevented unless the grain is clean and great care be exercised in handling it; but even tho every carload received will shrink, assessing shipper for the loss is not justified. The shipper is compelled to stand all shrinkage from the farmer's wagon to the hopper of the terminal scale. To require more would be very unreasonable. Shrinkage of grain in public elevators can easily be provided for by charging a higher storage fee. Shrinkage while being handled thru a private elevator, such as a cleaning or transfer house, can easily be covered by lower price paid for the grain. Natural shrinkage in handling can easily be determined and allowed for as are other fixed charges of elevator operation.

NOTWITHSTANDING some roads are making a more earnest effort than ever to get their grain cars in perfect condition, shippers in different sections of the country continue to report to us leaks of grain from cars, which they have discovered in their travels about the tracks. If all shippers were vigilant in this matter, we would no doubt publish pages of these reports in each number, and thereby emphasize the fact that both carrier and shipper are failing to do their full duty in getting grain from country to terminal points.

LOADING CARS to a capacity which will forbid inspectors gaining admission to car is not intended by the rules of at least one railroad, which requires that cars be loaded to full bulk capacity. The traffic manager of the Rock Island has so ruled, and no doubt other traffic officials would take a similar view of the matter were it properly brot to their attention. Shippers who load their cars so full that inspectors cannot sample and grade their grain do violence to their own interest and make it necessary for inspectors to defer grading until car is unloaded.

DOCKAGE for prospective shrinkage in handling has or soon will be discontinued in every terminal market. The general traffic manager of the Ill. Cent. R. R. has just given notice to the Illinois Grain Dealers Ass'n that after June 1st no dockage will be taken at New Orleans. Heretofore it has been customary to take two pounds to the thousand. If dirty grain is shipped to New Orleans in quantities, which results in considerable shrinkage, then the railroad company will find it necessary to increase its storage and handling charges, as all of its elevators are operated for the public; but the shipper will not be expected or required to stand for shrinkage of his grain after it has entered the scale hopper of the terminal elevator.

CARRIERS which grant elevator men at junction and transfer points, to unload and reload grain on a thru rate, generally realize a far greater profit than the small compensation granted the elevator operator. Distributors to territory buying this grain in even weight bags, not only supply the railroad companies with reliable weights which could not be obtained at any of the thousand and one interior points whence the grain is shipped, but they also reduce materially the chances for loss in transit, by bagging the grain before reloading. Should carriers charge extra for the privilege of breaking bulk and bagging grain at distributing points the jobbing trade would be so scattered that inferior facilities would be used in many cases and losses be forced upon carriers far in excess of what they now contribute to distributors who maintain up-to-date facilities at advantageous points.

IOWA seems to be thoroly aroused to the danger of great loss from planting seed corn which will not germinate. Even the preachers of the state have been enlisted in spreading the gospel of "good seed corn" and warning the farmers to test all seed before planting. Several railroads are running seed corn specials over their lines in hope of prompting farmers to exercise greater care in selecting good seed corn which will grow.

CAR LININGS have contributed so much to the reduction of shortages in grain shipments during the last year that more and more of them are being used and many shippers are now using paper, cloth and boards, depending upon the condition of the car tendered them for loading. Many cars of some roads are not in fit condition to receive grain and cannot be put in such condition, even tho the shipper be given an open order for any lumber he may want for cooperage. Some of the cars being pressed into service are fit only for the scrap heap.

THE POOR OATS crops of recent years have served to call attention to the careless work of the average farmer engaged in their cultivation. The experiment stations have published many booklets in the hope of inducing farmers to give more attention to this cereal and at last the newspapers and the Agricultural Press have taken up the task in earnest, so that the farmer must soon give more serious consideration to the problem of the production of more and better oats. The grain dealer is directly interested and should avail himself of every opportunity to impress the farmer with the necessity of careful seed selection and more intelligent cultivation.

THE MINNEAPOLIS Chamber of Commerce has adopted a new rule which requires buyers of No. 4 corn, No. 4 yellow and no grade, which has been so graded on account of dampness, to accept or reject same on or before 11 a. m. of the day following purchase. Action was limited to corn because protests against the former practice were made by corn shippers. Buyers of other grain, who are distressed by declining markets during the time purchase is on way from inspection track to the terminal elevator will no doubt find that the grain has deteriorated so rapidly they cannot in fairness be expected to accept it. This imposition upon the shipper will be continued until the shippers rise up and demand the fair treatment to which they are justly entitled. The shipper must stand for any deterioration between his own station and the inspection tracks of the terminal market. He expects that and it is unreasonable to ask him to guarantee quality of grain until buyer unloads it. Even No. 1 hard will deteriorate on a declining market.

BLEACHING FLOUR has been made an excuse by the Agricultural Department for causing millers much trouble, inconvenience and expense. The government attorneys do not show any disposition to bring a case to trial. They simply bring suits, in apparent hope of bluffing millers into a discontinuance of the practice. It is presumed that, if the millers would brand their flour "bleached," then the government officials could find no fault with the product. The same inconsiderate treatment has been promised grain shippers who bleach their oats or barley, but so far few have suffered any interference or inconvenience.

"Reasonable" Transportation of Grain.

One car of corn arrived in Chicago recently which had been in transit from an Iowa point eighty-seven days. The interest charge on the money advanced on B/L amounted to nearly \$14.00, which no doubt more than absorbed the shipper's profit in the grain. This, however, was no exceptional case. While most of the western roads have their sidings and tracks fairly free from the accumulated congestion of last winter, still some continue to delay shipments beyond all reason, as is evidenced by the following statement of cars which have been in transit two to three months:

Gersteburg & Co. report, car wheat left Corsica, S. D., Dec. 21; car barley left Hornick, Ia., Dec. 24; car oats left Vermillion, S. D., Dec. 23; car wheat left Parkston, S. D., Jan. 1; car barley left Harmony, Minn., Jan. 5; car corn left Utica, S. D., Jan. 4; car of oats left Yankton, S. D., Jan. 10; car of oats left Varco, Minn., Jan. 10; car of wheat left Red Wing, Minn., Jan. 15.

Lowell Hoyt & Co. report car of oats left Luther, Ia., Dec. 7; car of oats left Marathon, Ia., Dec. 15; car of oats left Chatsworth, Ia., Dec. 21; car of corn left Albert City, Ia., Jan. 6.

In each case the shipper will suffer loss by reason of the delay; yet carriers will no doubt refuse to reimburse them unless ordered to do so by the courts. To tolerate such abuses, however, is simply to invite others of a more burdensome character.

Substitution in Transit.

J. B. Magee of Cairo, Ill., and Alfred Brandeis of Louisville, Ky., on behalf of a committee representing the grain shippers at Louisville, New Albany, Evansville, Henderson, Cairo and Memphis, made an able exposition of the evils of substitution of tonnage at transit points before the Interstate Commerce Commission, and in closing asked:

1st. That you (the I. C. Commission) issue an order declaring suspended transits illegal.

2d. If you are unwilling to enforce the law as we view it, we then insist that

(a) You declare illegal suspended transits at all primary and terminal markets where there exists a varying shrinkage in rate values, either inbound or outbound; and

(b) At all interior markets and milling points the law be enforced by proper rules and policing, which shall provide that no substitution can be made which impairs the integrity of the thru rates.

The committee's arguments have been published in a pamphlet of 7 pages.

Council of Grain Exchanges Will Establish Headquarters.

The Council of North American Grain Exchanges has widely circulated the address delivered by E. Pfarrius at the February meeting. Fifty thousand copies of the address have been sent out and have been freely published in the agricultural press in their entirety or in part. Mr. Pfarrius's suggestions on improved methods of farming have been republished in more than 125 farm papers.

Mr. Pfarrius contemplates a revision of his address to be sent directly to the individual farmers of the country.

To actively promote the publicity work Pres. James Bradley is considering the appointment of a chairman of the press committee.

Headquarters of the Council will be established May 1 at room 906, Postal Telegraph bldg., Chicago, where all correspondence will be handled and the business of the Council transacted entirely apart from Pres. Bradley's own business interests.

Reparation Allowed.

Refund of \$13.20 has been ordered in the case of B. S. Dockstader against the Mo. Pac. Ry., account overcharge on 11 cars of wheat equipped with grain doors, forwarded from Osborne, Kan., to Kansas City, Mo.

Refund of \$1.80 has been ordered in the case of the United Eltr. & Grn. Co. against the St. L., I. M. & S. Ry., account grain doors attached to the car of bulk wheat, forwarded from St. Louis to Paris, Tex.

Refund of \$116 has been ordered in the case of C. H. Thayer & Co. against the Illinois Central, account excessive switching charges on 58 shipments of grain from points in Iowa, South Dakota and Illinois to Chicago.

Refund of \$4.80 has been ordered in the case of Fred Gardner against the C. B. & Q. for equipping four cars with grain doors on ear corn shipped from Blythedale, Mo., to Minneapolis and East St. Louis.

We think the Grain Dealers Journal is a great benefit to every dealer.—Weeks & Lee, Whitesville, Ind.

The annual business meeting of delegates and directors of the Millers National Federation will be held Friday, Apr. 8, at the Auditorium hotel, Chicago. At this meeting delegates will elect directors, and sec'y, treas., official counsel and an export agent will be chosen.

Copies of a treaty under consideration by the government and which would relieve the ocean carrier of a large measure of liability in cases of collision have been received by the Grain Dealers National Ass'n, and will be sent to members by Sec'y John F. Courcier on request with a view to entering a protest if the members so desire.

It pays to keep away from even figures when putting in orders to buy or sell futures. A friend of ours who had bought 25 Chicago July wheat on reports of crop damage, concluded he would take his profit and sell at \$1.08, and gave us an order to that effect. We advised him to make limit \$1.07½, but he insisted on the \$1.08 limit. Market went to \$1.07½, then declined, and is quite a bit lower now. We say again "keep away from the even figures."—J. F. Zahm & Co.

Cars Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

Southern 35646 passed thru Raymond, Ind., on the C. C. & L., Mar. 24, leaking wheat at right side of car.—Stafford & Murray, Oxford, O.

C. & N. W., 38480, passed thru Boyd, March 20, leaking wheat at side door post.—A. L. Johnson, Agt. Eagle Roller Mfg. Co.

C. B. & Q. 25168, east bound, was set out Mar. 20 at Charter Oak, Ia., leaking corn badly; think one of the beams that hold the draw bar was broken; could not get at it to fix it.—Wm. Mair & Co.

A. T. 31349, loaded with wheat, north bound, passed thru Howe, Tex., Mar. 15, leaking wheat at one side.—Howe Grn. & Merc. Co., by J. A. Hughes, mgr.

A Car of Barley had been leaking at drawbar some time during the night of Mar. 15. All trains stop here for water. I can give you no number nor initial; I only saw the grain in center of the track. Loss must be large.—H. Schultz, Parkersburg, Ia.

G. N. 46072 was set out at Campbell, Minn., (on the Aberdeen branch of the G. N.) Mar. 14, leaking badly; side of car sprung out from floor; was repaired here.—M. C. Green, mgr. Osborne McMillan Eltr. Co.

C. & N. W. 6552, loaded with V. C. wheat, was struck in yards at Clark, S. D., Mar. 12, causing bad leak at end.—Clark Co. Farmers Eltr. Co., by C. E. Richmond, mgr.

Wisc. Cent. 14660 passed thru Whittemore, Ia., on C. M. & St. P., Mar. 12, leaking wheat below the door—boards loose.—A. R. Hendrickson, agt. Reliance Eltr. Co.

O. S. L. 8123, under seal from Hill City, Kan., passed thru Culver, Kan., Mar. 9, leaking badly at door; conductor stuffed rags into hole but was unable to do much with it.—Jno. E. Hughes, mgr. Culver Grn. & L. S. Ass'n.

G. T. 10103 was on side track at Worthing, S. D., about 2 weeks; seal on one side broken; leaking all around bottom of car where boards were bulged off.—W. W. Thorpe.

C. P. & St. L. 20554 passed thru Odell, Ill., Mar. 9, leaking at grain door.—L. G. Vincent.

B. & O. S. W. 78498, loaded with yellow corn, passed thru North Vernon, Ind., Mar. 7, north bound, leaking badly at side door.—Eberts & Bro.

Cotton Belt 15360 loaded with white corn, passed thru Wheatland, Ind., east on B. & O., Mar. 5, leaking badly at end.—Walker & Chambers.

Empire Line 61986 passed thru Britt, Ia., east bound, Mar. 5, leaking corn on side at two places; very bad leaks.—C. E. Buzick.

C. & N. W. 7635, loaded with barley, standing on sidetrack at Bradgate, Ia., March 4, sprung a leak at doorpost; about one-half bu. barley ran out; stopped leak and nailed up car.—J. Logan, agt. Wells-Hord Grn. Co.

C. R. I. & P. 51464, south bound, passed thru Greene, Ia., Mar. 3, leaking wheat badly at draw bar.—J. E. Miller.

C., B. & Q. 33492 passed thru Odell, Neb., Mar. 1, leaking wheat at side.—A. O. Burket, mgr. Odell Farmers Eltr. Co.

I. C. 37748 passed thru Elwin, Ill., south-bound, Mar. 1, white oats leaking out side door.—G. S. Connard & Co.

I. & G. N., 3922, loaded with wheat, passed thru Howe, Tex., Feb. 28, going south on train No. 24; leaking at side door.—J. A. Hughes, mgr. Howe Grain & Mer. Co.

A. T. & S. F. 18164 passed thru Howe, Tex., north bound, Feb. 25, leaking wheat at side door.—The Howe Grn. & Merc. Co., J. A. Hughes, mgr.

C. & O. 9933 passed thru Swayne, Kan., Feb. 27, east bound, leaking wheat at corner of car, a board was loose, drove 8 nails into it, but corner was bad underneath; car was in wreck some time ago.—A. F. Sandow, mgr. Sandow & Son, Dillon, Kan.

LET US SMILE.

The thing that goes the farthest toward making life worth while,
That costs the least and does the most, is just a pleasant smile.
The smile that bubbles from a heart that loves its fellow-men
Will drive away the cloud of gloom and coax the sun again.
It's full of worth and goodness, too, with manly kindness blent—
It's worth a million dollars, and doesn't cost a cent.

—Baltimore American.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

REPORT LEAKING CARS.

Grain Dealers Journal: I think all grain men should watch for cars that are leaking and report them to the Grain Dealers Journal, as it helps the dealers to locate cause of shortage.—Wm. Mair & Co., Charter Oak, Ia.

SIOUX CITY HAS INSTALLED MOISTURE TESTER.

Grain Dealers Journal: We note on page 337 of your Mar. 10th issue an article criticising the Sioux City inspection written by the Farmers Co-operative Grain Co. of Fairview, S. D. If Mr. Manning wishes to be fair in his criticism of the Sioux City grades, he should state that the samples which he submitted to Chicago for moisture test were samples taken from the cars several days prior to his mailing same, the samples in the meantime being exposed in a warm, steam-heated office.

At the time of the inspection the Sioux City Board of Trade had no moisture tester owing to the delay in obtaining same from the East. The tester is now installed and any corn shipped into Sioux City will have the advantage of moisture tests on each car.—Yours truly, Interstate Grain Company. C. C. Flanley, Mgr.

A HOME MADE GRAIN CONDITIONER.

Grain Dealers Journal: I am enclosing herewith a letter from Meech & Stoddard, Middletown, Conn., in which they report the successful employment of the blower arrangement suggested by me in the Journal July 10, 1909, to be attached to the bottom of a bin for drying grain. I believe if more elevators were equipped with this simple and inexpensive device, which I have long advocated, the "holler of hot corn" would soon become an echo. The letter from Meech & Stoddard follows:

"We have been thinking for some time of writing you regarding the wonderful success we have had with the blast fan which we installed as per your instructions.

"We first equipped one bin and now have just finished equipping two others. We cooled off some twenty-five cars of hot corn last fall and the device performed remarkable work. We have been experimenting considerably with it and decided that cold air would hardly dry damp corn in the spring so that we could grind it and put it out and feel sure that it would not heat after being ground. At present, therefore, we are engaged in

building a heater, using our exhaust steam, and putting the hot air from this heater thru the corn, instead of the cold air. We think this will dry the corn. Of course we shall cool it with cold air after using the hot air."

As originally suggested, and as indicated in the illustration, I attained satisfactory results by attaching a blast fan to the bottom of the grain bin in the elevator. After the proper wind trunking is installed, a 30-inch blast fan can be used for sending a strong current of air into different bins, one at a time. This size fan is sufficient to supply air current for bin 12x12 ft., for 25 to 50 ft. of grain, by running it at a speed of 500 or 600 revolutions per minute.—C. A. Dryer, Champaign, Ill.

HEAVY DISCOUNTS AND VARYING INSPECTION THE SHIPPERS' HAZARD.

Grain Dealers Journal: Farmers have taken up the grain business at the country stations. They should go farther and take it up in all the terminal markets and have traveling representatives in the New England states to place their grain and handle all their own grain. They will find they have not gained all when they only enter the country grain station, they will find that the country grain dealer is between Hell and the deep sea. The regular dealer has made no advance. He continues to be fleeced year after year, and instead of trying to improve conditions he falls back on the farmer and says, "We are paying too much, and must buy with more margin." With the treatment he gets at the other end he has no large sum left at the end of the year, not as much as many farmers. He has a great deal more responsibility, but he goes on year after year and has not done a thing for himself in 20 years. When the farmer stepped up and took his place he should have stepped on further and into the terminal market.

In 1907 our grain in the terminal markets was discounted as I remember it from 2 to 6c a bu. account dampness and further it was said it had no feeding qualities as it had no oil. The present crop is being slaughtered because it contains so much oil it will heat very easily. It is difficult for farmers to grow a crop to suit this kind of inspection. Is it the consumer who makes the complaint and finds fault with our grain or the man who sells to the consumer at the terminal market?

In 1907 I tried a few cars in some of the terminal markets and they asked me 4 to 6c discount. I turned away and placed over 100,000 bus. of that year's crop at interior points—most all long haul 23½c rate points. I was discounted on only one car and that was small.

This year I had the same experience, but had placed more at terminal markets as I thought this crop was so good there could be no question raised about its grading. I know how long the regular dealer will stand this treatment and that is until he is put out of business. But until this change is brot about one could help himself and the grower by not buying grain way ahead. He should not buy much if any grain until he sees what the crop is going to be both in size and condition, then he can tell where best to place it. The dealer should not buy faster than he knows he can get cars to move it, and if he does not get fair treatment in one market he can place elsewhere. On the other hand if he has a lot sold in a market he must ship it and

take his loss or buy it in, which is equally as bad.

This year many farmers sold their corn early at 45 to 50c. Did the dealers profit by it? Most of them did not, and I am sure the farmer did not. The shipper probably had to wait for months to get rid of it for at that early date he had to sell graded grain and at the time he was ready to move this crop he could sell "Cool & Sweet corn" at a price which would have made the farmer and himself both money and not caused either much worry. Why will either the farmer or the dealer place himself in this hazardous condition by selling before he knows what he will have or when he will get rid of it. I feel safe in saying that if all will refrain from selling early, the price will not advance like it has on this crop. Shippers feel worse if they did not have it sold and it goes down, than if they had it sold and are forced to take a low price account of its not being up to the grade sold.

Early this fall, under the same moisture test, a great per cent of the corn graded in Chicago and elsewhere while a month or two later when corn should have been drier and in better condition the per cent that graded was much less as all shippers well know, but receipts were heavier. Had shippers sold for future delivery expecting corn to grade as well as early where would they have come out? I advise against selling ahead as no dependence can be placed on the inspection. Receivers tell us that but for the speculative market we could not take care of the crop when the movement is heavy. You may believe this, but it is easy to see how the movement is being handled. The big decline and the wide discounts make the country shippers bear all the loss.—J. S. Cameron, Elliott, Ill.

CONDITION OF GRAIN CARS.

Editor Grain Dealers Journal: The letter in your Mar. 10th issue was intended to illustrate the importance of grain shippers providing themselves with facilities to weigh their grain as loaded in freight cars. No grain shipper can justify his failure to take such precaution, so long as the necessary equipment can be installed by him at a nominal expense. Numerous errors and resulting misunderstandings will continue so long as shippers try to determine what weight they load in freight cars by keeping tab of wagon scale weights, as the purchases are made from producers, and the grain temporarily stored in shipping bins until carload lots or more are accumulated.

It is a fact which can readily be demonstrated that box cars available for bulk grain loading are today as sound and free of leaky conditions as they have ever been in the history of American railways, but that is no reason why the carriers should not pursue with constant vigilance the internal repairs to box car equipment. Even now the great majority of box cars available for bulk grain loading on most railroads are absolutely safe for carriage of bulk grain, if the same are properly inspected and coopered at time of loading.

The shipper must co-operate in this respect, because in practically every instance the cars must be set to his elevator, mill or warehouse for loading, and naturally he loads each car at time and under circumstances suiting his own convenience. The cooperage, especially at the doors, must be applied as the loading progresses. An abundance of material is furnished for the cooperage of all openings in the car and where a leak in transit develops at the car door, due to faulty application

of the temporary grain door material, that is clearly the shipper's fault.

It is also his fault where he loads a car which upon proper inspection shows that it is obviously unfit for bulk grain loading. It is the shipper's duty to reject such car unless the defect can be and is safely coopered.

It has been customary (absolutely necessary at more than 90% of the shipping points), ever since the shipment of bulk grain was commenced, to employ the shipper to apply the temporary grain door protection. An allowance is provided in the freight tariffs compensating him for such labor, and suitable material is supplied for such purpose.

Shippers of timothy or flax-seed are required by tariff to line cars with muslin or other suitable material at their own expense. In a large area of the United States, wheat and other grain is sacked when tendered for shipment, thus entirely obviating loss from leakage. A large proportion of the actual leakage at car doors is due to carelessness in applying the cooperage as indicated by the following excerpt from report of competent expert: "I do not call to mind at this time but a very few cars, which were in any way near a fair condition to load bulk grain, but what could, if properly coopered at point of loading, have been placed in safe condition. Ninety-five per cent of the actual leaks would have been eliminated. The trouble comes either from lack of knowledge or carelessness in cooperating the cars. Not one car that I have inspected this season that was leaking from what I term improper cooperage, but what could have been made safe, had the cooperage been properly applied."

Another very competent inspector makes the following suggestions:

"A large proportion of the actual leaks are at grain doors and could be prevented with a little attention at time of loading. I give below suggestions that would reduce the number of leaky cars:

- (1) **Leak at bottom of grain door.** If a strip is fastened to the floor in front of the grain door, same will not leak or bulge;
- (2) **Old nails in door posts.** In case there should be old nails on inside of door posts, same should be removed or driven in, and a piece of 1x4 nailed to door post flush, the grain door to be nailed to the 1x4, this would entirely avoid leakage at door post;
- (3) **Leakage over grain door.** The temporary grain door material is sometimes not built up sufficiently high for the capacity of the car of grain as loaded. Care should be taken by shippers in this respect;
- (4) **Leakage through the grain door.** If there should be any opening between sections put a batting inside on the joint of section and this will prevent any leakage through the grain door.
- (5) **Bulged grain door.** By placing two strips 1x6 from car floor to top of the grain door on the inside of the grain door and clenching the same on inside, the bulging of the door will be avoided.
- (6) **Leaky floor.** Where there are bolts projecting through the car floor, or crevices or cracks, bulk grain should not be loaded without proper protection being placed over same.

The secretaries of various state grain dealers ass'ns have made several distributions of the pamphlet entitled, "Cloth an Insurance Against Leakage," published by the Chicago Board of Trade. By following the simple suggestions contained in this little pamphlet, shippers can avoid entirely the leakage of grain in transit, barring wrecks or an unusual accident to the car.

Where shippers persist in loading defective cars, they should supply themselves with burlap, and properly apply. We have the estimate of shippers who are taking this precaution that not to exceed 7 yards of burlap is needed to safely cooper the average run of cars showing actual defects, and the shippers who take such precaution entirely avoid leakage barring usual accident to the car in transit. Burlap can be secured at a cost of about 3½ cts. per lineal yard, 40 inches wide. Very respectfully, F. C. Maegly, Ass't Gen'l Frt. Agt., A., T. & S. Fe Ry., Chicago.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WHICH IS THE BEST FLAX MARKET?

Grain Dealers Journal: Where can I find a good market for flaxseed? I will have a car load to ship this fall.—J. Rowan, Alliance, Neb.

HOW MUCH DO OATS SHRINK?

Grain Dealers Journal: Will brother dealers kindly inform me with regard to the shrinkage of oats while stored in bins from one season to another?

Of course due allowance must be given to the condition of the grain. I should like opinions on oats in dry condition stored from the machine and threshed from shocks.—F. A. Moesmer, Agt. St. Anthony & Dakota Elevator Co.

RESPONSIBILITY FOR INSPECTION?

Grain Dealers Journal: We have received corn bot out of St. Joe, Mo., as No. 2 corn, and which carried an official certificate issued by the chief inspector, State of Missouri, at St. Joe, as No. 2 corn, which arrived at destination containing a great deal of moisture, in fact wet. The corn was rejected on account of this moisture, party claiming that wet or green corn would not and could not grade No. 2, claiming that No. 2 mixed corn should be "mixed corn, sound, dry and reasonably clean." The car was examined and there was no chance of leakage of the roof. Q.: Was this corn entitled to a certificate as No. 2 corn, and who should be responsible? We desire the opinion of readers thru the columns of the Journal.—Oppenheimer Grain Co., San Antonio, Tex.

HOW TO GET A SIDE TRACK.

Grain Dealers Journal: Can we compel a railroad company to build a side track 83 ft. from the center of its main track? In our case we find the company has a deed for 83 ft. from the center of its main track for a distance of 500 ft. and is not in position to lease the land. We want to know if there is any law, or ruling from the Interstate Commerce Commission, that would give us any relief. Or, if we build an up-to-date eltr. 83 ft. from the center of its main track, can we compel the R. R. Co. to build a side track to the building?—M. L. Bull of the firm of W. A. Stephenson & Co., St. Paris, O.

Grain Dealers Journal: With reference to side-track facilities we would say there is no express statutory provision in Ohio reaching this situation; but in section 1 of the Interstate Commerce Act, as amended June 29, 1906, the amendments effective Aug. 28, 1906, it provides for the establishment of side-track facilities.

If the party who desires the siding can show to the Interstate Commerce Commission that he can offer an amount of interstate business that will justify, and he is willing to pay the expense of the siding, the Commission, under the law,

can order the siding constructed. Just how much business a patron would be able to promise, or guarantee, before the order would issue, I am, of course, unable to say. The Act also provides that the patron desiring this siding must make application to the railroad, and the application be refused, before he can take it to the Interstate Commerce Commission.—O. P. Gothlin, Commissioner Railroad Commission of Ohio, Columbus, O.

HOW MANY BUSHELS IN A CONTRACT CAR?

Grain Dealers Journal: Would like to ask the Journal columns: What governs the amount of grain a shipper may apply on a contract of, say, one car of oats? For instance, we placed an order with a firm for one car No. 2 white oats and received their confirmation reading: "1500 bus. 2 white oats." Are they entitled to send the 1500 bus., or can they ship a minimum car?—I. W. Davis, Boor & Davis, Mannington, W. Va.

RIGHT TO INSPECT UNDER ORDER B/L?

Grain Dealers Journal: Will the Journal please give a court decision to the effect that where cars are shipped to shipper's order, consignee has the right to inspect whether or not specific permission to do so is mentioned on B/L?

We shipped 5 cars wheat to a Michigan miller f. o. b. our track, terminal weights and inspection. The railroad permitted inspection on 4 cars without surrender of the B/L, but refused consignee permission to do so without surrender of B/L on fifth car. None of the Bs/L had "Inspection allowed" on them. Considerable demurrage resulted.

We contend that permission from us to inspect was wholly unnecessary, as it was the consignee's natural right.—Burrell & Morgan, Elkhart, Ind.

Ans.—Your contention that inspection is the buyer's natural right is quite correct. The courts have uniformly held that a consignee is entitled to inspect goods before accepting them. The buyer has a right to examine the goods to determine whether they are the kind ordered, or whether the carrier has handled them properly or allowed them to be ruined during transportation.

At some markets where the rule against inspection without permission being indorsed on B/L was made effective at the beginning of 1909 the railroad companies have since disregarded this proviso of the new uniform order B/L and are permitting inspection as formerly; and the laws of Indiana, Illinois and some other states provide for inspection. Following are two court decisions that buyer can inspect, taken from "Supreme Court Decisions" column of Jan. 25, 1909:

Buyer Has Right to Inspect S. O. Shipment Sold F. O. B. Shipper's Track Before Paying Draft.—The right of a buyer to inspect goods bot is not affected by the fact that the seller shipped them to the point of delivery in his own name. — *Plumb v. Bridge*, Supreme Court of New York, 113 N. Y. Supp. 92.

Carrier's Refusal to Allow Inspection.—Where the contract between a buyer and seller that the buyer should have the right to inspect the goods before acceptance was communicated to the carrier, and it refused to allow inspection, which resulted in a refusal to accept, and the plaintiff allowed the consignee to handle the goods on consignment, thereby realizing a sum less than the contract price, the carrier was liable for the difference between the sum received and the contract price.—*Missouri, K. & T. Ry. Co. v. Hopkins*, Court of Civil Appeals of Texas. 113 S. W. 306.

Crop Reports

ILLINOIS.

Hutsonville, Ill., Mar. 12.—Grain about all in eltr. and shipped out.—C. A. Trueblood, Hurst Bros.

Farmer City, Ill., Mar. 19.—Oats sowing in full blast with about the same acreage as last year. About 35 per cent of the corn and 25 per cent of oats in farmers' hands.—J. W. K., The Cleveland Grain Co.

Pontiac, Ill., Mar. 24.—I just returned home this morning from a trip thru ten counties between Springfield, East St. Louis and the Illinois river, looking at the wheat. The worst condition is from Whitehall to Beardstown on the "Q" where I think fully 50% of the wheat is dead. Take it as a whole in the ten counties judge that the wheat is damaged 20%, and in a very critical condition for want of rain. There was a local shower at Springfield last Friday which very perceptibly benefited the crop. Oats being sown everywhere and going in in seemingly fine condition. Saw one farmer husking corn in the field yesterday in Christian county.—S. W. Strong, sec'y Ill. G. D. A.

INDIANA.

Decatur, Ind., Mar. 14.—Wheat is looking fine. About 25% of the wheat is in farmers' hands, 40% of the corn, 30% of oats and 15% of the clover seed.—Bowers-Niblick Grain Co.

New Haven, Ind., Mar. 18.—Wheat acreage small, is suffering for lack of moisture. At least one-third of the corn and one-third of the oats is in the farmers' hands.—A. Smith, Mgr. Nathan & Levy.

Elnora, Ind., Mar. 17.—Wheat is looking very well after the cold winter. Oats seeding is in full blast here. A large acreage of corn will be put out in this section of the state this spring. Considerable corn is moving to market now.—John Caress, agt. C. M. Lemon.

IOWA.

Lena, Ia., Mar. 16.—Oats about all sold in this locality. Farmers are still picking their corn left out over winter. Hundreds of bushels left in the fields rotted.—J. A. Beckwith.

KANSAS.

Ransom, Kan., Mar. 17.—Wheat crop looking fair.—F. Johannes.

Bison, Kan., Mar. 18.—About 25% of the wheat damaged.—Jones & Erin.

Boyd, Kan., Mar. 18.—Growing wheat is damaged all of 50%.—Ochs Grain Co.

Otis, Kan., Mar. 18.—Prospect for growing wheat is poor.—J. Lebsack Grain Co.

Utica, Kan., Mar. 17.—Practically all the grain is in.—J. H. Vogen, mgr. Utica Grain Co.

Larned, Kan., Mar. 9.—Wheat looking first rate.—H. L. Gabel, mgr. Keystone Mlg. Co.

Bazine, Kan., Mar. 15.—Growing wheat is spotted.—A. Reinhardt, agt. Moses M. & E. Co.

St. John, Kan., Mar. 7.—Growing wheat is fair.—J. B. English, mgr. A. Aitken Grain Co.

Sterling, Kan., Mar. 11.—Wheat crop is damaged; acreage is larger than last year.—W. M. Lloyd.

Beloit, Kan., Mar. 14.—With favorable weather we will have a normal wheat crop.—W. C. Brown.

Macksville, Kan., Mar. 7.—Wheat crop is in poor shape.—W. L. Carter, mgr. Farmers Co-op. Assn.

Sterling, Kan., Mar. 11.—Growing wheat is damaged about 30%.—W. F. Peck, agt. Kansas Grain Co.

St. John, Kan., Mar. 7.—Wheat acreage about the same as last year.—E. H. Durham, Tudor & Co.

Bison, Kan., Mar. 18.—About 15% of the wheat crop damaged.—Ben Rein, mgr. Bison M. & E. Co.

McCracken, Kan., Mar. 17.—About 50% of the wheat crop is damaged.—Wm. Groon, mgr. Ryan Lbr. Co.

Albert, Kan., Mar. 15.—Late sown wheat all killed; early sown wheat is damaged badly.—F. W. Haas.

Utica, Kan., Mar. 17.—Need rain to soften up the crust to let the wheat out of the ground.—R. C. Webster.

Alexander, Kan., Mar. 15.—Fully as much wheat sown as last year.—N. B. Ream, agt., Moses M. & E. Co.

Rush Center, Kan., Mar. 15.—Wheat is 25% killed.—Gene Bates, mgr. Rush Center Coal, Grain & L. S. Assn.

Shields, Kan., Mar. 17.—Top of ground baked and dry; acreage about the same as last year.—J. H. Bitner.

Brownell, Kan., Mar. 17.—About 25% of wheat crop damaged.—Joe Richardson, agt. LaCrosse Lbr. & Grain Co.

Healy, Kan., Mar. 17.—Ground is cracked and dry on top; acreage is fully as large as last year.—H. A. Coombs.

Garfield, Kan., Mar. 10.—Growing wheat is damaged to some extent.—F. M. Smith, agt., Moses Bros. M. & E. Co.

Alden, Kan., Mar. 11.—About 40% of the wheat is damaged.—J. A. Werner, mgr. Farmers Grain Fuel & L. S. Co.

Great Bend, Kan., Mar. 10.—About 10% of the wheat crop damaged from frost.—E. N. Smith, agt. Rock M. & E. Co.

Burton, Kan., Mar. 12.—Wheat is in very poor condition, about 75% damaged.—D. T. Davis, agt. Halstead M. & E. Co.

Alexander, Kan., Mar. 15.—Wheat looking poor; fully 25% damaged.—Geo. Ryan, mgr. Alexander Lumber Co.

Bazine, Kan., Mar. 15.—About 25% of the wheat damaged, acreage 10% more.—J. J. Shenkler, agt. Moses M. & E. Co.

Arnold, Kan., Mar. 17.—Wheat looking awful poor, acreage is about the same.—J. Huxmann, agt. Utica Merc. Co.

LaCrosse, Kan., Mar. 18.—Wheat crop is damaged pretty badly; acreage is 10% larger than last year.—L. M. Kraus.

Dighton, Kan., Mar. 16.—Wheat acreage is 10% larger than last year.—A. E. Bradstreet, agt. Moses Bros. M. & E. Co.

Stafford, Kan., Mar. 7.—Wheat is not hurt over 25% on the present conditions.—J. E. Rixon, agt. A. Aitken Grain Co.

Timken, Kan., Mar. 15.—Wheat is looking sick; same acreage as last year.—Geo. Giskick, agt. Moses Bros. M. & E. Co.

Ray, Kan., Mar. 9.—Wheat is damaged; 10% more wheat sown than last year.—E. W. Olson, mgr. Farmers Co-op. Ass'n.

Halstead, Kan., Mar. 12.—About 75% of the wheat crop here is killed.—R. M. Todd, mgr. Farmers Grain, Stock & Merc. Co.

Ellinwood, Kan., Mar. 10.—About 35% of the wheat crop is damaged.—K. R. Mohn, mgr. Ellinwood Grain & Supply Co.

Brownell, Kan., Mar. 17.—With a little rain wheat may turn out in good condition.—C. J. Ryan, mgr. Brownell Lumber Co.

Otis, Kan., Mar. 18.—Some wheat frozen out; 5% of the wheat in farmers' hands.—H. J. Meisinger, agt. Lindsborg M. & Eltr. Co.

Pawnee Rock, Kan., Mar. 10.—About the same wheat acreage as last year; 20% of the wheat in farmers' hands.—W. M. Lewis.

Dartmouth, R. F. D., Great Bend, Kan., Mar. 19.—Wheat 40% damaged; late sown wheat is killed.—L. J. Degarmo, agt. Wolf Mlg. Co.

Macksville, Kan., Mar. 7.—Late sown wheat is damaged; 5% of the wheat is in farmers' hands.—J. L. Carter, agt. Kansas Grain Co.

Gardenplain, Kan., Mar. 8.—Wheat in bad condition; 50% loss; unless timely rain comes there will be greater loss.—C. G. Wiechen.

Ness City, Kan., Mar. 15.—Wheat damaged about 45%; acreage is less than last year.—E. Broom, mgr. Ness City Mill Light & Ice Co.

Garfield, Kan., Mar. 10.—Wheat is in pretty good shape, some of late sown wheat is damaged.—W. S. Prather, mgr. Garfield Co-op. Co.

Rush Center, Kan., Mar. 15.—Growing wheat is spotted very much; 10% of the wheat is back.—E. A. Miller, agt. Moses M. & E. Co.

Mullinville, Kan., Mar. 22.—About 20% wheat damaged; acreage larger than last year; 7% of wheat in farmers' hands.—Oneill & Budd.

Rush Center, Kan., Mar. 15.—Wheat is 59% damaged; 20% larger acreage; 15% in farmers' hands.—F. I. Dewey, agt. Rock Mlg. & Eltr. Co.

Wellsford, Kan., Mar. 22.—Some late sown wheat frozen out; will not be over 10% plowed up; acreage fully as large as last year; 5% of wheat in farmers' hands.—O. H. Curtis, agt. Pratt M. & E. Co.

Greensburg, Kan., Mar. 22.—Growing wheat in fair condition; about 30 or 40% damaged; acreage 5% larger than last year; practically all wheat in.—W. E. Gamble, agt. O'Neill-Kauffman-Pettitt Grain Co.

Otis, Kan., Mar. 18.—About 30% of wheat frozen out. Not over 5% of the wheat in farmers' hands.—A. Humburg, mgr. Otis Lbr. & Grain Co.

Ray, Kan., Mar. 9.—Need rain to fill up the cracks; wheat acreage is larger than last year, practically all of the wheat is in.—P. Miller & Son.

Amy, Kan., Mar. 16.—About 75% of the wheat damaged, acreage is 33 $\frac{1}{3}$ % less, all the wheat is in.—C. H. Boltz, agt. Moses Bros. M. & E. Co.

Olmitz, Kan., Mar. 18.—About 50% of the wheat damaged; 15% of the wheat in farmers' hands.—C. J. Kreisel, mgr. Farmers Grain & Supply Co.

Kansas City, Mo., Mar. 5.—Considerable damage has been done to the wheat.—W. M. Sloan, Southwestern manager Grain Dealers Fire Ins. Co.

Alden, Kan., Mar. 11.—Late wheat is badly damaged but with favorable weather we will have a fair crop.—Chas. Rinner, agt. Kansas Grain Co.

Hoisington, Kan., Mar. 18.—We will have about half of a normal crop of wheat; acreage is the same as last year.—L. J. Barrett, mgr. Elmore Lbr. Co.

St. John, Kan., Mar. 7.—Wheat acreage is the same as last year; 5% of the wheat in farmers' hands.—J. C. Van Fleet, mgr. Stafford Co. Grain Co.

Ellinwood, Kan., Mar. 11.—Wheat is looking pretty bad; acreage is fully as large as last year.—T. A. Redmon, agt. Walnut Creek Mlg. Co.

Shaffer, Kan., Mar. 15.—Wheat crop is fair; acreage is 10% less; 10% of the wheat in farmers' hands.—G. B. Scheideman, agt. Rock Mlg. & Eltr. Co.

Halstead, Kan., Mar. 12.—Wheat crop is in poor condition, farmers are already beginning to plow up their ground.—C. Ohtmanns, mgr. City Elevator.

Hudson, Kan., Mar. 8.—Wheat is in poor shape; 30% damaged; ground is cracked and wheat is heaved up.—A. L. Fisher, mgr. Hudson Grain & Supply Co.

Stafford, Kan., Mar. 7.—Wheat crop coming out all right. Late sown wheat is damaged pretty badly.—E. Hagemaster, mgr. Stafford Grain & Supply Co.

Haviland, Kan., Mar. 22.—Wheat looking pretty fair; 10% larger acreage; not over 5% wheat in farmers' hands.—W. B. Whitlow, agt. Pratt M. & E. Co.

Macksville, Kan., Mar. 7.—Ten per cent more wheat sown than last year; less than 10% in farmers' hands.—J. G. English, mgr. Macksville Lbr. & Grain Co.

Pawnee Rock, R. F. D. No. 2, Kan., Mar. 9.—Wheat crop is in fine shape now, some damage done.—H. C. Durant, mgr. Kansas Farmers Grain & Supply Co.

Hoisington, Kan., Mar. 18.—About two wheat fields out of every three are killed; 10% of the wheat in farmers' hands.—F. Dundas, mgr. Farmers Eltr. Co.

Grigsby, Kan., Mar. 16.—About 40% of the wheat frozen out; acreage is 50% less than last year; all of the wheat is in.—H. G. Ogden, agt. Rock M. & Eltr. Co.

Stafford, Kan., Mar. 7.—Acreage is 5% more than last year. Practically all the old wheat is in; 10% of the corn is back.—Joe Wilson, agt. Pacific Eltr. Co.

Haviland, Kan., Mar. 22.—Wheat crop looking fair; some is winter killed; acreage same as last year.—H. N. Brown, agt. O'Neill-Kauffman-Pettitt Grain Co.

Great Bend, Kan., Mar. 10.—About 7% of the wheat crop is killed; about 20% of the wheat in farmers' hands and fully 80% of the corn back.—Geo. H. Hulme.

Cullison, Kan., Mar. 22.—Growing wheat looking fair; same acreage as last year; not over 10% of wheat in farmers' hands.—J. W. Wolf, agt. Pratt M. & E. Co.

Larned, Kan., Mar. 9.—Wheat looking good and prospects are fine; little rain would help out a good deal of it.—W. J. Milloway, agt. Moses Bros. M. & E. Co.

Ness City, Kan., Mar. 15.—With favorable weather and rain soon, some of the wheat will come out; acreage is 25% less than last year.—D. E. Bondurant & Co.

Pratt, Kan., Mar. 22.—Growing wheat damaged 30%; acreage same as last year; 5% of wheat in farmers' hands.—Chas. Cooper, Farmers Union Grn. & Coal Co.

Burton, Kan., Mar. 12.—Wheat acreage is 10% less than last year, 5% of the wheat and 25% of the corn in farmers' hands.—C. A. Dundon, prop. Burton Grain Co.

Everest, Kan., Mar. 17.—Fall sown wheat will not make 5% of a crop in this (Brown) county. It is simply a total failure. About 40% less corn in the country than for years, with about the same amount of stock feeding.—G. A. Jones.

Stafford, Kan., Mar. 7.—Wheat acreage is 10% more than last year; less than 10% of the wheat in farmers' hands.—H. T. Hathaway, mgr. Farmers' Elev. & Merc. Co.

Greensburg, Kan., Mar. 22.—Wheat damaged 25%; early sown in good condition; acreage 10% larger than last year; about 5% wheat in farmers' hands.—Robt. Bailey.

Raymond, Kan., Mar. 11.—About 40% of the wheat crop is damaged, the increase in acreage will make up for the damage.—E. A. Mowrey, mgr. Raymond Gr. & Supply Co.

Larned, Kan., Mar. 9.—Wheat is damaged; prospects are good; need rain; acreage is 10% larger than last year.—G. W. Lawrence, secy. Pawnee Co. Grain & Supply Co.

Cullison, Kan., Mar. 22.—Wheat crop damaged 25%; acreage about same as last year; practically no wheat in farmers' hands.—F. L. Farnsworth, mgr. Farmers' Eltr. Co.

Brookville, Kan., Mar. 16.—I am sure 60% of growing wheat is dead and cannot revive with even the most favorable weather. What is not dead looks sickly.—W. F. Hinerman.

Pawnee Rock, Kan., Mar. 10.—Late sown wheat is damaged badly; acreage is fully as large as last year; about 20% of the wheat in farmers' hands.—Farmers Grain, L. S. & Fuel Co.

Greensburg, Kan., Mar. 22.—About 5% of wheat damaged; acreage same as last year; farmers holding wheat; 10% still in their hands.—J. M. Kelley, mgr. Greensburg Mill & Eltr. Co.

Culver, Kan., Mar. 18.—Wheat at least 50% damaged; looks worse now than a week ago; some oats and a very little spring wheat being planted.—Jno. E. Hughes, mgr. Culver Grn. & L. S. Ass'n.

Haviland, Kan., Mar. 22.—Farmers holding corn and wheat; growing wheat damaged; 10% more wheat sown than last year; some fields will be put to corn.—H. E. Davis, agt. Millers Grain Co.

Pratt, Kan., Mar. 22.—Mr. Ricker, of the Pratt Mill & Eltr. Co., speaking of the wheat crop says: "Growing wheat never looked better; acreage has increased 15%; 10% of wheat still in farmers' hands."

Mullinville, Kan., Mar. 22.—Late sown wheat very nearly all killed; early sown in good condition; acreage 10% larger than last year; not over 10% wheat in farmers' hands.—J. H. Hatcher, agt. Liberal Eltr. Co.

Palco, Kan., Mar. 18.—Wheat is looking fine in the western part of Rooks County and the eastern part of Graham; 20% of the wheat yet in farmers' hands; about 40% of the corn in farmers' hands.—Ex. Rogers, mgr. Western Star Mill Co.

MINNESOTA.

Utica, Minn., Mar. 14.—About 90% of all grain in this vicinity has been marketed.—C. J. Monroe, agt. Cargill Eltr. Co.

Wildor, Minn., Mar. 14.—Farmers in this vicinity are now busy husking corn; 50 to 60% of it was left in the fields over winter. Snow is about all gone.—A. Evanson, agt. Christensen Grain Co.

Waldorf, Minn., Mar. 11.—Wheat is about 80% marketed. A larger acreage of wheat will be harvested this year than has been for several years past. Corn is very soft and unfit for sale.—H. D. Miller, agt. Hunting Eltr. Co.

MISSOURI.

Carrollton, Mo., Mar. 10.—Wheat crop thru this territory will not be over 50 per cent; big acreage of oats and corn put out this year; have had no rains this spring; are needed badly.—C. A. Johnson, Ft. Madison, Ia., with W. H. Perrine & Co., Chicago.

MONTANA.

Stanford, Mont., Mar. 15.—Conditions have been favorable for winter wheat, outlook is good for a record breaking crop. Weather has been exceptionally fine the last 2 weeks and farmers are plowing on all sides.—Louis D. Cota, agt. Rocky Mt. Eltr. Co.

NEBRASKA.

Merna, Neb., Mar. 21.—Fifteen per cent of wheat totally lost.—Jacquot & Son.

Berlin, Neb., Mar. 14.—Wheat damage ranging from 10% to 15%.—W. H. Irland.

Papillion, Neb., Mar. 23.—Prospects for wheat crop are good.—J. C. Wright & Son.

Franklin, Neb., Mar. 7.—I think the growing crop is damaged very little.—S. E. Pecht.

Phillips, Neb., Mar. 21.—Wheat considerably damaged.—E. C. Purdy, agt. T. B. Hord Grn. Co.

Moorefield, Neb., Mar. 21.—Winter wheat looks sickly; probably 12 per cent damaged now.—James Pearson.

Lorton, Neb., Mar. 20.—Ten per cent of wheat and 20 per cent of corn still in reserve.—Jones Grn. Co.

Goehnor, Neb., Mar. 23.—Wheat looking better than last year.—W. D. Westphal, agt. Updike Grain Co.

Albion, Neb., Mar. 14.—Winter wheat is badly damaged. Some corn in the field yet.—Albion Alfalfa Meal Co.

Diller, Neb.—Growing wheat crop is damaged fully 50 per cent.—Diller Farmers' Grn. Co., F. E. Hale, mgr.

Grand Island, Neb., Mar. 18.—Conservative farmers report 25 to 40% loss in winter wheat.—Oscar Wills & Co.

Broken Bow, Neb., Mar. 15.—Twenty-five per cent of wheat in farmers' hands; crop is damaged from 10 to 20%.—F. J. Bahr.

Alliance, Neb., Mar. 14.—A large acreage of grain will be sown here this spring; some flax will be included.—J. Rowan.

Deshler, Neb., Mar. 19.—Wheat prospect poor, many fields on level land will be planted to corn or oats.—J. H. Aufderheide.

Davenport, Neb., Mar. 19.—About 10% of old wheat in farmers' hands; new crop damaged from 30% to 50%.—A. D. Skinner.

Monroe, Neb., Mar. 21.—Wheat is damaged 75 per cent. Acreage was 10 to 15 per cent larger than last year.—C. O. Hart.

Foley, Neb., Mar. 22.—One-half of wheat crop is dead. Farmers will put wheat acreage to corn.—Walter Robb, Mgr. Neb. Eltr. Co.

Laurel, Neb., Mar. 20.—Very little corn being marketed; condition poor; about one-half corn in hands of farmers.—H. L. Tietfort.

Walhill, Neb., Mar. 16.—About 25% of corn is in farmers' hands in good condition; husking very nearly completed.—Farmers Grn. Co.

Berlin, Neb., Mar. 14.—Growing wheat fully 25% winter killed. No corn to move till after planting.—J. L. Clark, agt. Duff Grn. Co.

Odell, Neb., Mar. 23.—Eighty per cent wheat acreage will be sown to oats and corn. Balance will not yield 50 per cent.—A. O. Burkett.

Clay Center, Neb., Mar. 14.—Damage to late wheat is considerable and many farmers think they will have to plow it up.—W. D. Swanson.

Holmesville, Neb., Mar. 21.—Dry and windy; need rain for top of ground; wheat about 55 per cent of crop.—Geo. Hunkle, agt. Black Bros.

Diller, Neb., Mar. 19.—Little grain moving; growing winter wheat damaged 50%; in one locality winter killed.—A. L. Tinstman, agt. Cent. Gran. Co.

Randolph, Neb., Mar. 21.—I see no reason why 1910 will not exceed all recent years for record breaking crops.—E. A. Bailey, agt. Atlas Eltr. Co.

Campbell, Neb., Mar. 15.—Wheat is in fair condition; about one-fourth last year's wheat crop is in farmers' hands.—O. L. Campbell, agt. C. Koehler Co.

Ellis, Neb., Mar. 19.—Farmers all report wheat damaged by winter at least 1-3, but acreage is $\frac{1}{4}$ greater than last year.—H. E. Foster, agt. Wright-Leet Grn. Co.

Axtell, Neb., Mar. 14.—Wheat plants are very weak; will take considerable nice growing weather to make them strong and healthy.—F. A. Porter, Crete Mills.

Blue Springs, Neb., Mar. 14.—Growing wheat in this region is in a critical condition; very little hope for a good crop; estimate 50% damage.—Blue Springs Farmers Eltr. Co., Wm. Craig, mgr.

Harvard, Neb., Mar. 21.—About 80 per cent of the wheat has been marketed and about 70 per cent of the corn; growing wheat damaged from 35 to 70 per cent.—A. Z. Megrue, agt. Updike Grn. Co.

Geneva, Neb., Mar. 19.—Ninety per cent of wheat has been moved; no corn to move out of county; 85% of oats that will be marketed have been shipped; probably 40% of growing wheat killed.—I. N. Trask.

Danbury, Neb., Mar. 19.—Best prospect for a large wheat crop we have had at this time in 6 years; will be a large barley acreage; hardly any corn; wheat acreage compared with last year about 130%.—Edgar Eno.

Lincoln, Neb., Mar. 19.—Some fall wheat in the southern part of the state will be plowed up and sowed to spring wheat, this being an unusual occurrence in Nebraska. Gage county seems to have suffered more damage to winter wheat than any other part of the state.—W.

Indianola, Neb., Mar. 21.—About 90 per cent of wheat marketed; all corn was fed.—Wm. McCallum & Co.

Alda, Neb., Mar. 21.—Farmers report no damage to wheat; if present weather continues there should be a big yield.—T. H. Adamson, agt., Trans-Miss. Grn. Co.

Polk, Neb., Mar. 21.—Grain movement very slow; wheat reports contradictory, some say bad, others good condition; too early to strike average.—F. B. Williams.

Alexandria, Neb., Mar. 14.—This season is the first time in our 20 years' experience that wheat receipts have exceeded those of corn; have had 2 short corn years and some of last year's crop is still in the fields.—Farmers Protective Grn. Ass'n.

Elkhorn, Neb., Mar. 21.—Farmers have finished shucking corn; winter wheat is coming out nice and green; there is still about 35% of oats and 45% of corn left in farmers' hands; corn that was in field thru winter is badly damaged.—Robert W. Jack.

NORTH DAKOTA.

Penn, N. D., Mar. 11.—Very little smut in last year's crop; 90% of last crop marketed; weather now is fine; snow all gone; very little grain in store in eltrs. here.—H. C. Kornder.

OHIO.

Hamilton, O., Mar. 23.—Wheat needs rain badly.—The Anderson-Shaffer Co.

Convoy, O., Mar. 18.—Clover and wheat are badly in need of moisture. Soil is very dry. Grain movement very quiet.—D. W. Long.

Ada, O., Mar. 11.—Grain movement inactive; 20% of corn crop and 40% of oats in reserve. Some corn in the fields.—E. N. Smith.

Kenton, O., Mar. 11.—Wheat looks good; 50% of corn in farmers' hands, also about 50% of oats and 25% of wheat.—Wm. Wendt.

Columbus Grove, O.—Winter wheat looks fine; 25% of the corn crop unmarketed. Large amount of oats in reserve.—R. C. Deffenbaugh.

Bellefontaine, O., Mar. 16.—Wheat came out of the winter looking fine but is suffering considerable injury for lack of rain.—Keller & Gebby.

Defiance, O., Mar. 9.—Wheat in this section is looking fine; large increase in acreage over last year; very little grain moving.—A. Grower.

Deshler, O., Mar. 9.—Fall wheat acreage is increased 50% over that of last year; this year's crop has promising outlook.—J. M. Cane, mgr. Farmers Grn. Co.

Dunkirk, O., Mar. 11.—Wheat looks fine. Estimate 50% of the corn, 30% oats in reserve. The wheat acreage this year is double that of last season.—C. Friedly.

Delphos, O., Mar. 16.—Wheat is suffering for lack of moisture; no movement in grain at this point; we estimate 50% of corn and 40% of oat crop is in reserve.—Botzum Bros.

Forest, O., Mar. 11.—Wheat damaged 60%. Only about 10% of last year's corn crop unsold; 25% of the oats in reserve. Wheat acreage larger than last year.—Wm. Lindsay.

Richwood, O., Mar. 15.—Wheat damage will be heavy. The ground is beginning to honeycomb and the plant is turning brown. These reports are coming to us daily.—Baker-Gill & Co.

Delphos, O., Mar. 16.—Wheat outlook bad; came out from under ice in good condition but is now turning brown; no wheat in reserve; some corn and oats.—Geo. T. Lang Mfg. Co.

Agosta, O., Mar. 23.—Wheat and clover look well but need rain. Good weather for spring work and the farmers are taking advantage of it. Oat seeding begins next week.—C. O. Barnhouse.

Holmesville, O., Mar. 17.—Cold nights and cold winds have made the wheat look 20% worse than when it came out from under the snow; have had no rain this month; wheat is small and can't stand this dry freezing much longer.—Miller Bros.

Delaware, O., Mar. 14.—Wheat gives promise of excellent crop. No damage; 10% of last season's crop in reserve. Average acreage this year; 25% of the corn and 10% of oats in the farmers' hands. This will move very soon.—P. W. Gage, prop. Hocking Valley Eltr. Co.

Sidney, O., Mar. 17.—Wheat has been looking well until the last few days; now begins to show the effect of dry weather and high winds; 40% of corn and 20% of oats yet in farmers' hands, but very little wheat; in Van Wert county, sowing their wheat fields to oats.—E. T. Custerborder, mgr. Yorkshire Grn. Co.

Corwin, O., Mar. 21.—Growing wheat crop very promising; about one-half corn crop has gone forward; not much coming in at present prices; no old wheat left; millers shipping in.—F. F. Benecke & Son.

Convo, O., Mar. 18.—Wheat greatly damaged by the continued dry weather. Spring sowing will commence this week; 35 per cent of corn and 25 per cent of oats is in reserve.—J. A. Dressell, Mgr. Neizer & Co.

Marion, O., Mar. 15.—Heavy movement in grain all winter. No small grain in reserve; but some corn back. Wheat looks good, and acreage larger than the average.—Roscoe Osborn, mgr. Ohio Mill & Eltr. Co.

Lake View, O., Mar. 16.—On account of small yields the past two seasons the wheat acreage this year is smaller than usual. Damage reports are current. Grain movement slow.—J. W. Shultz, mgr. Lake View Eltr. Co.

Prospect, O., Mar. 14.—Wheat looks well. The acreage exceeds last season's by 20%. About 20% of the oat crop in reserve. Grain movement quiet. Local feeders will utilize the surplus corn.—H. O. Toms, mgr. Union Mills.

Middlepoint, O., Mar. 17.—The wheat outlook is very poor. The acreage is comparatively large but the plant needs moisture. Grain movement very slow. Thirty-three per cent of the oat crop and about the same of corn is in the farmers' hands.—H. G. Pollock.

OKLAHOMA.

Frederick, Okla., Mar. 7.—The latest freeze did not affect either wheat or oats, both of which now are looking very well; about 10% of corn crop still in farmers' hands.—Hughston Grn. Co., T. Hughston.

Cordell, Okla., Mar. 19.—Wheat and oats look fine, never looked better this time of the year; acreage large of both wheat and oats; had nice rains the last few days; came in time for the oats; wheat did not need them but will do it good nevertheless.—Lorenz & Geis.

Oklahoma City, Okla., Mar. 14.—My reports with reference to the condition of growing wheat thruout the state are very flattering at this time, notwithstanding reports to the contrary. It is true that some of the soft wheat has been damaged, but the soft wheat districts of Oklahoma are small, compared with the hard wheat, and the outlook was never more favorable than at present. I have a letter stating that in Northwestern Oklahoma, where damage was reported 30 days ago, that the conditions now could not be better; that the warm weather has started the plant and that there are no signs of damage in the fields. These reports come from a reliable person—one who has made a personal investigation. What we need now in Oklahoma is rain and, while we are not suffering, yet it would enhance prospects materially.—C. F. Prouty, Sec'y Okla. G. D. A.

SOUTH DAKOTA.

Parkston, S. D., Mar. 18.—Farmers and elevators hold 15 per cent of wheat, 10 per cent of oats and 25 per cent of corn. Plenty of moisture in the ground. What little winter wheat we have looks good as it always does.—John Doering, mgr. South Dakota Grain Co.

TENNESSEE.

Nashville, Tenn., Mar. 21.—An unusually large acreage of clover and oats is being planted. Seed dealers report heavy sales of all seeds this season but special attention has been drawn to clover and oats. One firm sold thirty cars of Burt oats in less than two months. Early crop reports to the State Agricultural Department are flattering. The winter has been such as to benefit wheat and promise an ideal spring for the crops are unusually late in being planted.—S.

TEXAS.

Ft. Worth, Tex., Mar. 21.—With a February rainfall much below the normal in some parts of the state small grain began to show the effects of a lack of moisture by Mar. 10, a condition that was relieved thru a considerable belt in the black land counties and to the eastward in Texas by recent rains.—A.

WASHINGTON.

Seattle, Wash., Mar. 19.—Washington, Oregon and Idaho will in 1910 grow the greatest area of wheat in their history. State Grain Inspector King of this city estimates that the increase in acreage in these states will total more than 2,000,000 acres.

The Grain Dealers Journal is of much help to the grain buyer.—A. J. Moritz, Moritz & Carrington, Ipswich, S. D.

Receivers and Shippers Disagree on the Moisture Test.

Following the protest by the Illinois Grain Dealers Ass'n against the moisture test on No. 3 corn, which was reported in the Journal of Feb. 25, pages 260, 261 and 262, Chairman Orville F. Berry of the Illinois Railroad and Warehouse Commission asked that the Illinois dealers name a committee of seven to confer with a like committee of the Chicago Board of Trade to agree on a solution of the problem to be recommended to the warehouse commission.

Before conferring with the Illinois committee the grain committee of the Chicago Board called a meeting for an expression of the views of members of the Board on the moisture test, with the result that only two of those present favored any change in the present rules. Feeling that the membership was against the changes desired by the shippers the grain committee in the subsequent conference held out stoutly against the persuasion of the shippers.

Both sides have now submitted written statements of their views for and against; and as they agreed to disagree Chairman Berry states that there will be another hearing.

ARGUMENT BY ILLINOIS SHIPPERS.

During the 4 hours' conference Sec'y S. W. Strong offered the following resolution which failed to carry:

Resolved, by the committees representing the Illinois Grain Dealers' Ass'n and the Chicago Board of Trade, that we recommend the Railroad and Warehouse Commission that they authorize the inspection department in inspecting corn not to use the moisture test solely as determining the grade, and that they do not change the grade once made, on any moisture test made subsequent to inspection.

For the Illinois Grain Dealers Ass'n Sec'y S. W. Strong on Mar. 12 submitted to the Railroad and Warehouse Commission a stenographic report, covering 95 pages, of the conference, stating that the committee from the Board of Trade was not willing to concede anything, stating that

The country only asks what is right and just, and that the Board of Trade was playing for the most rigorous application of a rule, which has been shown to have so much variation as to be very far from a fair arbiter of the rights of the seller and buyer, with the sole idea in view of exacting a penalty from a seller who had in all honor and righteousness filled his contract.

We submit that it was never the intention to adopt the moisture test as the sole factor in determining the grade of corn, but as only one, and a minor one, to be considered with the other requirements to fix the grade.

We earnestly urge upon your Honorable Commission, that you will as soon as may be determine our petition, and give the shippers and producer of the state relief from the onerous conditions under which they are now struggling.

ARGUMENTS OF BOARD OF TRADE.

The grain committee of the Chicago Board of Trade on Mar. 8 submitted a list of 18 states or exchanges which have adopted the uniform rules and a list of 20 trade organizations which have endorsed the rules providing for the moisture test, stating that

Specific reasons why such a change should not now be made are that such change would violate existing contracts made and duly entered into on the basis, and with no other intent, than 19 per cent maximum of moisture in No. 3 corn. It has not been the custom of your Board to make

such change during the movement of a crop, and aside from the legal complications such action would involve, a question of good faith would also arise, the business public being entitled to believe that your Board would not make such change at such a time. Inasmuch as the proposed change could not be affected short of approximately one month, and inasmuch as the cause of such change being desired by the Illinois dealers is the heavy deduction required when it fails to grade No. 3, and inasmuch as this excessively wet corn will, it is confidently believed, have all been marketed by or before that time, the change would not operate to their benefit, and injury to the cause of uniformizing grades throughout the United States would be set back by the most influential and important body in matters pertaining to inspection of grain, in our country.

Objections have been filed, to the proposed change, with this committee from the St. Louis Grain Exchange, from Omaha, Nashville, Tenn., and others including the Grain Dealers National Ass'n, they insisting that the uniform rules as promulgated by the Grain Dealers National Ass'n, on the recommendation of the Chief Grain Inspectors National Ass'n, of which, and participating in its action, Chief Inspector Cowen is a member, should remain in force.

It should be remembered, that the Illinois Grain Inspection Department has practically been governed for two years past by the 19 per cent maximum, and as herein stated, the Illinois Grain Dealers Ass'n has approved of that action.

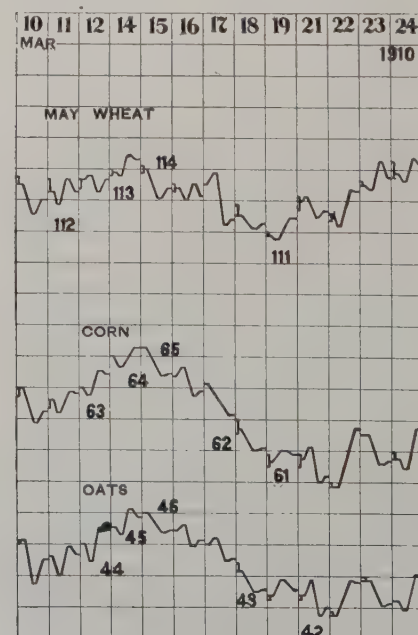
Your Board will recall that when, 3 years ago this winter, the Grain Committee of the Board of Trade appeared before you to make a representation in favor of such a rule, that Pres. Wayne of the Illinois Grain Dealers Ass'n was present and gave his consent.

This committee strongly urges you to hold firmly to the present rule, believing that the reasons given by those desiring a change, are of a temporary nature, that those not desiring such change largely out number them, and that the reasons why such change should not be made are vital and greatly of more importance. That the interests of all should be considered.

It should be remembered that had not more contracts been made for the delivery of No. 3 corn than can be readily filled, present conditions would not exist, without such demand the corn would sell at a market parity of the several grades. The relatively high price for May corn in this mkt. has made the buying of 19 per cent moisture corn profitable to be dried down to the maximum of 16 per cent in No. 2 corn, hence the liberal contracts entered into and above referred to.

Chicago Prices

The opening, high, low, and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Mar. 25 are given on the chart herewith.



Shippers' Samples.

BY UNCLE PEDRO.

It is a common practice to go to a car or a bin and dip up a little grain and call it a sample. Often that method will do fairly well. Frequently we buy grain from farmers by their samples only to find the grain delivered not up to sample.

It is difficult to get a small true sample of a car load. Once I was asked to mail sample of a car of wheat we had in the house. The wheat was all in a deep bin, run in load after load just as it came from farmers. Some of the loads contained considerable rye, others did not contain any, but on an average it was good wheat. I realized right then, as never before, my inability to furnish an average sample.

At the manhole door of the bin I could get wheat by the hand full, but it was dirty, as chaff and sticks run to the outside. If I crawled down into the bin from the top I could get a sample of the last load or two on top. If it were A's wheat that was run in on top the sample would show no rye, and the entire lot would not come up to that. If it were B's wheat on top it would show more rye than the car would average.

The idea struck me that to get a hand full or two out of each load and put them in a tin box or glass fruit jar, would give us an average sample. In selling to millers, by mail sample, we ought to be sure that the sample is a perfect representation of the entire lot and then we can expect a square deal. Dealers must be careful about buying by samples from farmers. I had a good patron once who brot in sample of wheat. I put a price on it. He then brot a load which was just as the sample. The next load was a trifle warm, the third load was hot. Now that fellow was honest in the intentions of the sample. He had threshed, when the tops of the stacks were damp, and of course the wheat in the bottom of the bin got hot, while the top was in good condition.

Shipments Should Be of Uniform Quality.

Frequent losses to shippers, resulting at the same time in dissatisfaction to grain receivers, are due to the too general practice of forwarding shipments of grain markedly lacking in uniformity. Adherence by the shipper to the rule never to ship corn, for instance, of low moisture content with that which will show a high percentage of moisture, nor to load cars with any kind of grain which varies widely in quality, will guarantee for him greater profits, and the commission merchant to whom he consigns grain will always feel his shipments are worth more than the market.

Attention was called to this matter, in a recent interview, by Robert Kettles, chief sampler of the Chicago Board of Trade. The statement was made by him that thousands of dollars annually were lost by shippers who, thru haste or carelessness, permitted cars loaded with grain of varying quality to leave their elevators.

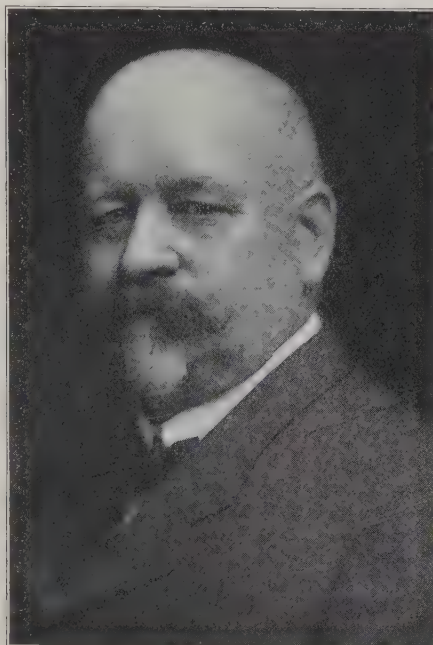
"These shippers," said Chief Kettles, "doubtless are unaware of the fact that after arrival in this market such shipments frequently are divided and sorted into lower and higher grade. Of these the latter sometimes predominates, the result being that it is sold at a handsome advance over what it is possible to secure for the poorer quality. The shipper

who runs inferior grain into a car made up for the larger part of grain of good quality is doing himself an injustice and is inviting trouble."

This practice is the result frequently of a lack of bin room and, of course, in such cases there is more excuse for it than when haste to get out a shipment or simple carelessness is responsible.

Death Calls Ward Ames, Sr.

Ward Ames, Sr., president of the Ames-Brooks Co., of Duluth, and former president of the Duluth Board of Trade, died at his home in that city March 21 from typhoid fever. The disease attacked Mr. Ames upon his return from the recent conference of grain exchange interests and the congressional agricultural committee in Washington. At first his condition was such as to give alarm but



Ward Ames, Sr., Duluth, Minn., Deceased.

later it was expected that he would recover.

Mr. Ames was widely known in the grain trade, having been a member of the Duluth Exchange since early in the 90's and its president for two terms. He was one of the most prominent citizens of Duluth, and aside from his activities as a member of the Board of Trade he was constantly at the call of the public in charitable work. The firm of which Mr. Ames was head is noted as being one of the largest exporters of grain in the country. He also was a member of the Ames-Brooks-Barnes Co. of New York.

The Duluth Board of Trade closed at noon, March 23, on account of the funeral. Mr. Ames was 63 years old. After the funeral services in Duluth the body was taken to New York state, his birthplace, for interment. He is survived by his wife and two children, Mrs. Rufus H. Draper and Ward Ames, Jr.

I am getting my money's worth in reading the Grain Dealers Journal.—P. Muench, agt. J. Alexander Co., Sweetwater, Ida.

The Grain Dealers Journal is a valuable paper to the independent grain man and the leading journal in the business.—J. H. Lee, Montevideo, Minn.

Eastern Opposition to the Chicago Grain Contract.

The New York grain trade held a meeting recently to protest against certain clauses in the form of grain contract insisted upon by Chicago grain shippers on sales for deferred delivery.

It is likely that the form will be revised by the Grain Shippers Club of Chicago which originated and first enforced the contract. A meeting was held recently at Kansas City to introduce the same form in the southwest, but in view of the contemplated change by the Grain Shippers Club the trade will wait for its final form.

The contract now used by the Grain Shippers Club is given in the following, the objectionable clauses being in bold face type:

CHICAGO GRAIN CONTRACT.

John Doe & Co.

Chicago, 19....

We herewith confirm sale to you.

Quantity cars bushels.
Grade
Price.....per bushel of pounds.
Basis F. O. B. Chicago cost and freight to

Time of shipment days.
Routing

Remarks

Chicago weights and grades to govern.
Payment by demand draft with documents attached.

It shall be the duty of the buyer to furnish shipping directions immediately or upon request of the seller, and if the buyer fails to furnish directions, in accordance with this agreement, the seller reserves the right, without further notice to the buyer, to cancel the contract, charging loss, if any, to the buyer, or to sell same for the buyer's account.

This transaction is made under the rules, regulations and customs of the Board of Trade of the City of Chicago. Any claims or differences to be settled under rules and regulations of the Board of Trade of the City of Chicago, in Chicago.

Shipping terms are defined by the Chicago Board of Trade as follows:

Immediate shipment shall mean within three business days at place of shipment.

Quick shipment shall mean within five business days at place of shipment.

Prompt shipment shall mean within ten business days at place of shipment.

Excluding the date of sale, time of shipment shall be figured from date full shipping directions are received at Chicago, and shall not include Sundays or legal holidays at place of shipment.

Sale or purchase of grain for which shipment or delivery may extend beyond ten (10) days from date of contract, to be subject to the "Rules governing Cash Margin Calls" as printed on back hereof.

This contract subject to conditions over which the seller has no control, such as strikes, lockouts, boycotts, fire and floods. Manifest errors excepted.

John Doe & Co.

Per

Arbitration under the rules of the Chicago Board is impossible to those not members, except thru a member. Cancellation of contract for failure to furnish immediate shipping directions is considered unjust. The last clause is objected to because the New York dealer can not sell the New England trade on such terms and the clause places the burden upon him for conditions over which he has no control.

He took a little flyer,
That was all;
He thought he knew the wire
Had the call.
He took a little flyer
And he went up high and higher;
Now his fat is in the fire,
That is all.

—Saturday Evening Post.

Amendments to the Railroad Rate Bill.

Numerous legislators have attempted to improve the "administration" railroad rate bill through the introduction of amendments. H. R. 9284, introduced by Irving P. Wanger, of Pennsylvania, prohibits transportation by any railroad of any article, other than timber and its products, which it or subsidiary companies manufacture or produce.

R. Wayne Parker, of New Jersey, introduced H. R. 16843, which provides that persons receiving unlawful rebates, etc., shall be liable to pay their value to the United States. Persons knowingly receiving unlawful rebates, etc., shall be liable to pay double their value to the United States. Suit to be brought by Attorney-General. Informant must prosecute suit or lose his interest.

S. 155 was introduced by Robt. L. Taylor of Tennessee. It provides for the prompt payment of claims by railroads. Receipt of claims must be acknowledged within ten days. Just claims must be paid within thirty days. Penalty for failure to acknowledge, 1 per cent of claim. Penalty for failure to pay, 10 per cent of claim. Attorney's fees of claimant to be included in judgment.

Irving P. Wanger also introduced H. R. 9504, which provides that the act prohibiting transportation of commodities owned by the carrier shall apply after May 1, 1911, to commodities owned by any corporation, a majority of whose stock is owned by a corporation that owns one-third of the stock of the carrier. After May 1, 1911, any railroad holding one-third stock of corporations having interest in such commodities comes within this act.

Senator Albert B. Cummins, of Iowa, introduced S. 3079, which specifies that after May 1, 1910, it shall be unlawful for a common carrier to transport any article in which it has an interest except what is necessary in the conduct of its business. Each carload separate offense. Penalty for violation, \$1,000 to \$5,000 fine. Attorney-general may institute civil suits.

H. R. 9,531 was introduced by Eaton J. Bowers, of Mississippi. Upon filing of protest by any person changes in rates or classification shall not become effective until approved by the Commission. Within 60 days Commission shall take steps to ascertain value of property of every railroad. Every railroad shall furnish all information required. Upon protest against result of such appraisal the commission shall hold hearings and the

final judgment shall stand as prima facie evidence of the value of the property. Shipper in receiving rebates shall be liable to penalty as well as carrier. Maximum imprisonment of five years added to penalty. Any court having jurisdiction may hear case. Any shipper accepting rebates shall forfeit to United States three times the amount of such rebate. Attorney-general to institute suits for collection. Rebates for six years past may be included in such action.

Clean Cars Before Loading.

That cars should be thoroly cleaned before loading has been demonstrated in more than one instance where animal manure has been found, upon investigation, to cover the floor of the car for a depth of several inches. One case that is recalled is that of a firm receiving, from a responsible country shipper, a car of wheat which inspected No. 3 and was



Storing Beans into Osier Bins at Dairen, Manchuria.

sold for a fair price to a local mill. A few days later the seller was informed that the bottom of the load was nothing but filth.

Investigation proved that there was a foot of manure on the floor of the car. The car had been placed on a side track and used as a stable for the teams of men doing repair work on the railroad. It was switched to a freight train without being cleaned and finally sent to the elevator for loading. The shipper, apparently, was too busy to look inside and, letting the grain spout in, proceeded with the loading of the car.

Coal often frozen to floor of car remains until power shovel removes it at unloading point. Satisfactory returns can not be expected when dirty cars are loaded.

Exporting Beans from Manchuria.

The vast territory in northern China for which Russia and Japan fought is pre-eminently agricultural, the broad plains of Manchuria resembling no part of the earth's surface more than our own South Dakota, the soil of which state it is said to equal in fertility as it certainly does in climate.

In developing this magnificent agricultural empire the Japanese found themselves confronted by the problem of marketing the surplus crops, of devising a modern method to supersede the antiquated way of exporting soy beans illustrated in the engravings herewith.

The photographs from which the engravings are made were taken in March last year. One shows several gondola cars switched into a yard stacked with soy beans in sacks. These piles of sacks extend apparently as far as the eye can see and at the left are visible the tops of sev-

eral circular bins shown on a larger scale in another engraving.

These circular bins are built up on the ground as the beans are dumped out of sacks by the coolie laborer. The Chinese weave the osier walls most skilfully out of the flexible willow, making a neat thatched roof and surrounding the eaves with matting. The loss of labor involved in taking down and rebuilding these bins does not deter the patient Chinese from following in the footsteps of his forefathers.

Great animation marks the scene along the wharf warehouse shown in the engraving herewith. Lined up near the wall are eleven machines in operation cleaning and re-sacking the soy beans for shipment to Europe. The work goes on apace with scores of laborers assisting. Two men will suspend a sack on a stick between them and march off, or shoulder a bag and carry it single-handed to the loading platform alongside the ocean steamer.

To get the sacks aboard use is made of the hoisting machinery on the steamer as shown in the engraving herewith. From the winding-engine on deck ropes run out on each of the four booms swung out from each of the masts to hoist the rope netting into which the sacks are placed. The netting is spread on the platform, the sacks laid thereon and the outside of the netting gathered up and hooked to the hoisting rope.

These everyday scenes on the wharves of Dairen, formerly Dalny, may soon give place to the more modern grain elevator, the Japanese banking house of Mitsui & Co. having sent two representatives to America to study the methods of exporting grain in the United States as well as Europe, with the result that plans are being prepared for the construction of



Hoisting Beans Aboard Ocean Steamship at Dairen, Manchuria.

American-style elevators at this port. The exportation of beans from Manchuria is increasing by great strides, both as raw material and in the form of oil cake. Charters of steamships for loading with soy beans at Dalny from Dec. 8 to Feb. 22 are reported by the *Corn Trade News* to aggregate thirty-three, the individual cargoes being 5,000 to 9,500 tons and the total over 200,000 tons, for these few months. Most of these cargoes are destined to Great Britain and a few are held at Port Said for orders. After the oil has been expressed the bean meal is pressed into cakes for cattle food, just as is linseed meal in the United States. A pile of cakes is shown in the switchyard at the right of the picture. It is said that the broken beans sifted out in the cleaning process are also pressed into cakes.

The whole market for soya beans has been in a state of upheaval this season,

Observations.

BY TRAVELER.

In traveling from elevator to elevator one meets with many amusing characters and some specimens of antiquity which are simply staying in the business until some live, progressive dealer will come along and crowd them out of the trade. This week I have found two elevator managers who were drunk. One of them was trying to manage his own business; the other was an agent who said, "I don't care a damn. Expected to lose my job anyhow." My impression was that both of them will be looking for work soon.

As a rule the elevator men are always glad to see a traveling man identified with the grain business and eagerly ply us with questions as to conditions elsewhere. However, occasionally we drop

steam power complains of the disadvantage of being compelled to run down and fire up while wifey prepares breakfast.

AN UNPROTECTED BELT is not only contrary to law but a very dangerous contrivance, while two belts crossing one another so as to form an apex about six inches above the average person's head, and under which the workmen are compelled to pass, is simply a case of criminal carelessness. The operator who permits such an arrangement is not only liable to damages resulting from injury to his employees, but actually loses time and money on account of the inconvenience of the obstructed passage way.

PILE OF COBS on the floor between the fire door and the cob bin is dangerous. Many an eltr. fire originates in the engine room and the manager "don't know how it started."

THE OVERHEAD DUMP is said to be particularly advantageous during the winter season when most of the grain is hauled to market on sleds.

The Best Ear of Corn.

Morris Kent & Co., grain dealers at Kalamazoo, Mich., have on exhibition in their office an ear of yellow corn which not only took first prize at the Farmers' Institute at Schoolcraft, Mich., but is considered nearest to a perfect ear of corn of any yet found, receiving a score of 97 points by Prof. L. R. Taft of the State Agricultural College at Lansing. This is three points above the best average for a single ear scored at Omaha last December.

Previous to the Farmers' Institute at Schoolcraft, Morris Kent & Co. offered a prize of \$10 for the best single ear of corn exhibited. The prize ear was grown by Wm. Strong in Kalamazoo County and was placed on exhibition by him. Mr. Strong stated that the corn was grown under ordinary circumstances in his field and did not receive any more attention than the average farmer gives his crop.

Fancy prices have been offered for the prize, but arrangements have been made with the Agricultural College to experiment with the ear this spring and develop a high grade of Hathway's Yellow Dent.

I am always anxious to receive the Grain Dealers Journal; it is ideal.—H. C. Kornder, agt. Minn. & Nor. Eltr. Co., Penn. N. D.

Two full cargoes of flaxseed will be brot to Baltimore within the next few months from San Lorenzo, on the west coast of Honduras. The flaxseed will be shipped to the interior.



Cleaning and Re-sacking Beans at Dalren for Shipment to Europe.

writes Vice-Consul A. A. Williamson at Dalren at the end of January. "Beans are now at prohibitive prices, higher than ever before—\$1.66 gold per 133½ pounds. Absolutely no guaranties as to oil contents or moisture can be given. Terms of payment and freight rates must be arranged by charter party or with the shipowner and the buyer for each shipment. To Europe freight may be anything between \$5 and \$8.50 per gross long ton. For chartered steamers for full cargoes the present rate is about \$6.80 to \$7.05 per ton as against \$5.25 to \$5.70 last season. Transfer, wharf, storage, and loading charges, stevedorage on steamer, are 8 cents, and loading to deck of steamer 12½ cents per short ton. Godown rent, first 10 days, free, afterwards one-half cent per day, per 20 bags. Rebagging on wharf, 2 cents per bag. Shifting to steamer side, 1½ cents per bag."

Post card announcements of the seventeenth annual convention of the National Hay Ass'n, to be held at Cedar Point, O., Aug. 23-25, are being sent out by J. Vining Taylor, sec'y.

As corn planting season approaches shippers should urge farmers to test their seed corn before planting. It is a very easy matter to do this, and owing to the quality of the corn raised in some sections last year, it is more important than usual that the tests be made. Articles along these lines in the newspapers that are read by the farmer will do much good, and shippers can easily see they would be benefited if proper care is given the selection of corn for seeding purposes.—J. F. Zahm & Co.

in on a "bear with a grouch" who does not "want to see nobody nohow." These sour members of the trade, by denying themselves the message the traveler brings, narrow their own lives and educate the traveler to a keener appreciation of the real courtesy found in most of the grain offices he visits.

Another dealer whose apathy has deprived him of all interest in the grain business emphasized his lethargy by assuring me that the grain business was not worth his time and that after July 1st he would engage in some other line of business, where it is unnecessary either to "get or to keep posted" in order to realize maximum profits from meager efforts.

THE GAS ENGINE user eyes his unmarketable cob pile with a sigh of regret while the elevator man who operates with



Loading Beans into Cars on Wharf at Dalren, Manchuria.

Seeds

L. M. Cheney, a seed dealer of Des Moines, pleaded guilty a few days ago to selling impure seeds and was fined \$1 and costs.

A petition in bankruptcy was filed recently by the Nashville Seed Co., J. J. Odil, mgr., giving its liabilities as \$7,297.79, with assets of \$5,245.20.

New York during the week ending Mar. 19, exported 708 bags of clover seed. Imports were 2,470, probably largely other than red clover. Of timothy seed the week's exports from New York were 300 bags.

The newly incorporated Northern Wisconsin Seed Co., of Sturgeon Bay, will make a specialty of growing seed peas. Considerable acreage has been contracted for in Wisconsin and Michigan. Carl E. Dreutzer is pres. and Ralph W. Crary vice-pres. of the company.

In ICC 9916, filed by the C. B. & Q., effective Apr. 7, a rate of 43c on timothy seed is made from Minneapolis, Minnesota Transfer, St. Paul and Winona to Boston; Buffalo, 28c; New York, 40c and Philadelphia 38c; wild mustard seed from same points to points in New York, Maryland, Massachusetts and Pennsylvania.

New crop of clover seed does not seem to have suffered much yet. It had good start last fall in most sections, good snow covering during the winter, but needs growing weather to tell actual condition. Been too dry in most sections. Some localities have considerable seed to carry over, but others are pretty well cleaned out. Farmers have traded quite freely with each other.—C. A. King & Co.

To stimulate growers to sow better seed a handsomely printed booklet has been prepared and distributed by the Van Dusen-Harrington Co. Farmers are cautioned against sowing light, shrunken or weak seed and instructed in the formaldehyde treatment for smut on grain and flaxseed. Copies of the booklet will be mailed by the Van Dusen-Harrington Co. to customers and friends of those in the trade.

Professor Andrew Boss, chief of the division of agriculture of the Minnesota Experiment Station, states that something over 15,000 bushels of pedigreed seeds have been distributed at first hand to 3,248 co-operating seed growers, and that these men have in turn supplied so many farmers that it is estimated that from one-fourth to one-third of the grain growing area of Minnesota is now seeded annually to improved seeds developed at the Experiment Station.

Hamburg, Germany, Mar. 7.—We note your market declined rather seriously of late, but your prices are still too high to admit our buying any clover seed in America. Our market too—contrary to general expectations—has shown a downward tendency lately, prices for fine grade seed dropping abt 1 to 1¼c. and medium and lower grades abt 1½c. This must be attributed to the dull business of the last three months, and the fact that supplies in the hands of the smaller dealers turned out rather larger than was anticipated. Alfalfa is very strong; a large demand has yet to be provided for.—R. Liefmann Sons Successors.

March clover seed fluctuates several dollars each season. It has been the active future for several months. High in recent years has been \$13.35 in March, 1908, low \$2.80 in March, 1898. Present season March was down to \$7.30 in August, and touched high at \$9.60 in October. During eleven years prices have advanced five times during February and declined six times. During March they have advanced three times and declined eight.—C. A. King & Co.

A seed testing laboratory has been established at Purdue University, La Fayette, Ind. An opportunity thus will be furnished for seedsmen and farmers to submit samples of seeds, including alfalfa, clover or other grass seeds, for examination as to the presence of weed seeds, chaff or dirt. Samples of seeds submitted will also be tested for germination. It is recommended that two ounces of clover and one-half teacupful of alfalfa and grass seeds, and one-fourth pound of seeds of cereals, should be sent.

Toledo received during the week ending Mar. 19, 4,900 bags clover seed; compared with receipts during the corresponding week last year of 3,500 bags. Receipts this season have been 55,200 bags; compared with 131,000 bags received during the same period last year. Shipments for the week amounted to 6,100 bags; compared with 4,800 bags shipped during the corresponding week of 1909. Shipments for the season have been 53,800 bags; compared with shipments of 99,100 bags for the corresponding period one year ago.

The North Dakota Pure Seed Law requires that each package or container be labeled with the name of the kind or variety of seed it contains and the name and address of the person, firm or corporation offering the seed for sale. In the case of mixed seeds the label should show the correct common names of the kinds of seeds composing the mixture. If the seed is not cleaned and ready for sowing it must be labeled "uncleaned seed" and it may not be sold without the previous consent of the purchaser. If seedsmen, however, will name on the label exactly what weed seeds are in the seeds offered for sale he need not label the seeds as uncleaned. Seeds which the seller is willing to guarantee as clean, within the meaning of the law, need not be labeled other than with his name and the name of the seed.

The provisions and restrictions of the Agricultural Seed Law of Iowa are outlined by State Food and Dairy Commissioner Wright in a recent announcement. The law prohibits the sale of agricultural seeds if any seeds of the following weeds are present: wild mustard or charlock, quackgrass, Canada thistle, wild dodder or corn cockle. The only exceptions to this prohibition is the sale of seed for export outside the state, and sales by the grower upon his own premises for seeding by the purchaser. Certain named weed seeds are classed as impurities, and when present in an aggregate of more than two per cent, the seeds may legally be sold only when tagged or labeled to show the percentage of each impurity present. Special provisions of the statute define adulteration of blue grass, orchard grass, red clover and rape seeds; also prohibit the sale of seeds not true to name. The commissioner urges the submission of samples of seeds for analysis either to his department or to the department of botany at Ames.

The Otto Schwill Seed Co., of Memphis, Tenn., will soon begin the construction of a four story concrete warehouse, 100x160. The building will be equipped with up-to-date handling and cleaning machinery. The offices and shipping department will be located on the lower floors. The new building will be located on two lines of railroad and its estimated cost is \$100,000.

Chicago received during the week ending Mar. 19, 2,034,700 lbs. timothy seed, 107,500 lbs. clover seed, 852,300 lbs. other grass seeds and 19,000 bus. flaxseed; compared with receipts during the corresponding week of 1909: Timothy seed, 1,335,261 lbs.; clover seed, 263,059 lbs.; other grass seeds, 201,008 lbs.; flaxseed, 21,000 bus. Shipments during the week ending Mar. 19 included 1,585,400 lbs. timothy seed, 97,300 lbs. clover seed, 1,366,600 lbs. other grass seeds, and 6,300 bus. flaxseed; compared with shipments during the corresponding week of 1909: Timothy seed, 695,695 lbs.; clover seed, 224,038 lbs.; other grass seeds, 2,480,981 lbs.; flaxseed, 2,010 bus.

Clover seed has disappointed the bulls. Invisible supply has fooled them. Short crops have long tails, but it is the surplus from the 1908 crop which caused the trouble. Farmers have been trading more among themselves than ever before. It looks now as though there would be a surplus in Canada, Europe and many parts of the United States, to carry over to another season. Many dealers have been rushing theirs in here and receipts this week have been very large. They will be smaller next week. Stock at Toledo is large, but should decrease next six weeks. No fresh trades are being made in March, leaving the market sensitive. Still some shortage. Local dealers principal shorts and appear to have the seed. Will the longs resell or ship? October will fluctuate with the new crop prospect.—C. A. King & Co.

The Canadian Seed Growers Ass'n has amended its regulations for the selection of wheat, oats and barley, with a view to overcome the objections of farmers who make a specialty of growing highclass seed grain and who have found it inconvenient to do the work of selection from the standing crop, because of the rush of work at the season of harvest. In future the Ass'n will see to it that new members commence with foundation stock that is pure—where possible they undertake to supply half a bushel of seed that has been bred up from one individual plant of outstanding merit—on condition that the new member will agree to operate a hand-selected seed plot or base of supply for pure seed. To keep the base of supply pure they will be required to select by hand as in the past, but under the amended regulations they may harvest their seed plots and store the crop in their barns, where the selection of heads that are true to kind and well developed may be made from sheaf, and threshed and cleaned by hand at a time when it is entirely convenient to the grower. Heretofore the hand-selected seed plot of most growers has commonly been a quarter of an acre; it is believed that under the amended regulations growers will find it convenient greatly to extend their operations, even to the extent of selecting from the sheaf and threshing by flail enough pure seed of the kind to sow even five acres, which will be maintained from year to year as a basis of supply and from which they would have seed to sow their farms.

Iowa seed dealers, who have been selling seeds which were not up to the standard required by the state law, are being prosecuted by State Food and Dairy Commissioner Wright. Suits against the following have been instituted by him: C. E. Briggs, Onawa, for selling clover seed only 80 per cent pure; the state law requires purity of 90 per cent; J. Lohrmann, Wheatland, for selling clover seed only 83 per cent pure.

The annual distribution of free seeds by congressmen, recently begun, is commented upon as follows by C. C. Massie, sec'y of Northrup, King & Co., of Minneapolis: "The government has bot several hundred tons of seeds from all over the world, from men that make the lowest price. The money is appropriated to introduce new and rare seeds, and common seeds that can be purchased anywhere are sent. Seedsmen have tried to stop the abuse but they can't do anything. It is interesting just now in connection with the postoffice shortage. The carrying of hundreds of tons of this stuff thru the mails goes to make the deficit. The American Seed Trade Ass'n has discussed the abuse for years."

Golden Flax Not New.

In a recent statement issued by Prof. H. L. Bolley of Fargo, N. D., he speaks deprecatingly of the proposed introduction of the so-called "golden flax," which some farmers in the Northwest have been led to believe was superior to the common brown flaxseed as an oil producer. Prof. Bolley says:

"I have tried all the varieties of white seeded flax that I could procure for the last five or six years, and I think I have them all, but of course it would be unreasonable for me to assume that this particular strain of white seed flax called "golden," is exactly the same as those which I have previously tried. It appears to be. None of them compare with the common flax in suitability for northwestern conditions. They grow only about a foot high and are hence hard to reap and are almost continuous bloomers; that is to say not maturing evenly with us. They are also non-disease resisters. I have tried hard to get a single plant from them, and have been unable to do so. They die out entirely on old flaxsick soil."

"My advice has been not to run the risk of deceiving farmers by advocating the seeding of this flax. Flaxseed growing in North Dakota is on its last legs and while I welcome every effort to save the industry for the business of the country it must be done along careful lines so that the average farmer will not finally give up everything in disgust."

Mechanical Pollenization of Clover for Seed.

Clover seed is likely soon to become a comparatively cheap and plentiful commodity if the strong claims of James M. Dennis, inventor of a recently patented mechanical substitute for the bumblebee, prove to be well founded. The engraving presented herewith discloses the construction of the cross-pollenizing machine which promises not only to bring fame and fortune to Mr. Dennis but also to add materially to the wealth of the country.

Failure of government experimenters to produce a bee that would hive as the honey bee to replace the rapidly disappearing bumblebee, that valuable agent in the pollenization of clover, led to the invention of the cross-pollenization machine.

In construction the machine is simple. It consists of a platform from which depend a myriad of minute fibrous fingers, each of which is covered with a rubber-like substance to which the pollen of the clover will cling. When driven across a field of clover the platform, or frame, moves up and down, the little fingers reaching down into the heads of the clover. One horse draws the machine and about twenty acres a day can be so treated. All that is required of the farmer is that he watch his clover carefully in order that he may know when the pollen is in the proper state to be carried from one blossom to another. The "mechanical bumblebee" does the rest.

As is well known, the period in which the pollen can be carried from one clover blossom to another extends over two or three weeks and it would take a mighty swarm of bumblebees to carry the pollen from every head of clover to some other head, even in a small field. The pollen is not like that of most plants. It is not light and can not be carried by the wind. It is heavy and has a tendency to adhere to the heart of the blossom.

A large increase in the production of clover for hay, for pasture and for seed will result if the pollenization machine proves as successful as its promoters, the International Cross-Pollenizing Machine Co., anticipate. Perhaps more important will be the fertilization of large tracts of soil through the growth of crops of clover, acknowledged as one of the most efficient means of increasing its fertility.

I think it is a good thing for every grain buyer or dealer to read the Grain Dealers Journal.—A. E. Rieman, Buchanan, N. D.

Toledo will have the fourth National Corn Show. The first was held at Chicago and the two last at Omaha.

State Commissions Slow to Adopt Uniform Demurrage.

Only one state railway commission, that of Indiana, thus far has adopted the uniform demurrage rules, altho the movement which has resulted in their adoption by many demurrage buros was led by the Nat'l Ass'n of State Railway Commissioners. The rules were adopted by the Indiana board Mar. 1.

These rules, after their preparation and recommendation by the Nat'l Ass'n of Railway Commissioners, were later approved by the Interstate Commerce Commission. They also received the approval of the American Railway Ass'n and the Nat'l Industrial Traffic League. The car service buros generally have adopted the rules and probably all will do so if after a trial they are found satisfactory.

The various state commissions have been slow in taking action toward the adoption of the rules. Appended is a list of states showing the action taken by a number of them regarding the adoption of the rules:

Alabama: Subject considered at meeting held Mar. 7; results not reported.

Arkansas: Has reciprocal demurrage law; no action taken on uniform rules.

Connecticut: State commission claims not to have jurisdiction over demurrage.

Florida: Has demurrage rules of its own; no action.

Indiana: Uniform rules adopted Mar. 1.

Iowa: Rules considered at meeting Mar. 8; no action reported.

Kentucky: Uniform rules under consideration; no action.

Michigan: Has its own rules; no action.

Minnesota: Has reciprocal demurrage law; no action.

Missouri: Under consideration; no action.

Montana: Rules based on uniform rules in preparation.

Nebraska: State law governs; no action.

North Carolina: Adoption of rules probable soon.

North Dakota: Has reciprocal demurrage law; no action.

Ohio: Will not adopt; has car service rules.

Oklahoma: Has rules.

Oregon: State law prevents adoption account of average plan.

Rhode Island: No action; commission claims no jurisdiction over demurrage.

South Carolina: Has rules.

Texas: Has rules.

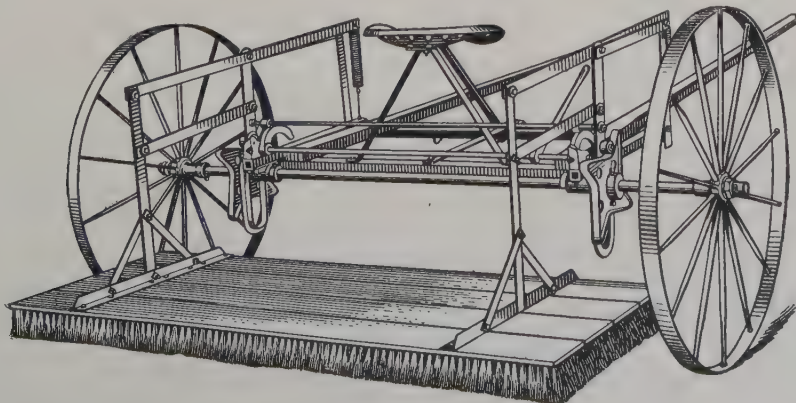
Vermont: Legislative enactment necessary.

Virginia: Has reciprocal demurrage law.

Wisconsin: Will consider at April term.

I trust the Leaky Car Report department of the Grain Dealers Journal will be the means of the settlement of more claims.—C. F. Holt, Eden, Ill.

The one thing which disgraces our civilization today is the delays of civil and criminal justice. And these delays always work in favor of the men with longest purse. Hence they work in favor of the railroads rather than the shipper. The commerce court, by avoiding the convenient delays of the past, will be a long step toward that regulation of the railroads which we have been looking for.—President Taft in his Rochester speech Mar. 18.



Machine for Pollenizing the Clover Blossom.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—W. O. Scroggin of Morrillton, Ark., has been admitted to membership in the Board of Trade.

CALIFORNIA.

Monrovia, Cal.—Because both A. S. Baxter and W. A. Baxter have filed suits in the superior court against each other, and each demands a settlement in a grain and hay business here, the judge has ordered each to furnish the other a complete statement of his claims in order to bring matters to an adjustment.

CANADA.

Wyoming, Ont.—Alexander Laing, grain merchant, died recently.

Vera, Sask.—The Security Eltr. Co. has opened an eltr.

Zurich, Ont.—M. Gascho has succeeded Samuel Rennie.

Toronto, Ont.—Cephas B. Goode, a grain merchant in this city for the past 25 years, died recently.

Port Arthur, Ont.—The new 1,000,000-bu. eltr. of the National Eltr. Co. has been opened for business.

Glenavon, Sask.—Wright Bros. have completed the construction of an eltr. and the Standard Eltr. Co. will build an eltr. here.

Fort William, Ont.—Richardson & Sons have purchased a line of boats running to this port and will build an eltr. here.

Regina, Sask.—A farmers' co-operative eltr. company has been organized at South Regina, with Charles Jackson, pres.; and R. L. Boyd, sec'y.

Hargrave, Man.—Everything in the grain trade is at a standstill in Manitoba, as the government is introducing a bill with the view of taking over or building a line of government owned and operated interior eltrs.—A. R. Knight.

Clareholm, Alta.—The town council has been asked to give a free site, ten years' exemption from taxation and a guarantee of \$20,000 in bonds to a company that proposes to build a 45,000-bu. eltr. and a 200-bbl. mill at a cost of \$60,000.

Toronto, Ont.—The Board of Trade has inaugurated a movement to double its membership within the present year. It has set the desired number of members at 2,500 and has issued a circular answering the question: "Why should I join the Board of Trade?"

Saskatoon, Sask.—To investigate the problem of grain eltrs. in this province, which contains between 700 and 800, and to determine the advisability of changing from private to government ownership, the government of Saskatchewan has appointed a commission of three: Prof. McGill of Dalhousie College, Halifax, N. S., chairman; George Langley, M. P.; and F. W. Green, sec'y. of the Saskatchewan Grain Growers' Ass'n, the organization that has asked for government ownership and operation of eltrs. in this province. The commission will begin its investigations by the end of April and continue its work for three months.

Port Arthur, Ont.—Grain received this season to Mar. 12 included 16,512,421 bus. wheat, 5,631,654 bus. oats, 1,211,070 bus. barley and 155,319 bus. flaxseed compared with 15,443,696 bus. wheat, 3,401,807 bus. oats, 1,215,511 bus. barley and 120,115 bus. flaxseed received during the corresponding period of the previous season.—Port Arthur Eltr. Co.

Winnipeg, Man.—The 66,955 cars of grain inspected during the first six months of the official grain year, ended Feb. 28, 1910, in the provinces of Manitoba, Saskatchewan and Alberta included 55,152 cars of wheat, 7,744 of oats, 2,414 of barley, 1,636 of flaxseed and 10 cars of rye; compared with 64,438 cars of wheat, 10,113 of oats, 2,868 of barley, 2,950 of flaxseed and 12 cars of rye, a total of 80,381 cars of grain inspected during the six months ended Feb. 28, 1909.—Campbell & Wilson.

Montreal, Que.—While the relationship between the Montreal Board of Trade and the Corn Exchange has been harmonious and mutually advantageous some members of the Exchange appear to think that body should be of more importance and that its importance could be increased by the formation of a more distinct organization. Tentative propositions have been discussed respecting the organization of a wheat pit and other facilities for trading in grain; but before such action could be taken, it is alleged, Montreal would have to be made more of a grain depot than at present and would need additional facilities for wheat storage.

New Westminster, B. C.—The Alberta-British Columbia Eltr. Co. will erect a large terminal eltr. here for the storage of Alberta wheat and will build two others, one at Vancouver and another at Prince Rupert. The Alberta government has taken an interest in this company and endeavored, tho unsuccessfully, to induce the government of British Columbia to aid the enterprise. The B. C. government was asked to guarantee the company's bonds for \$500,000, but declined to aid a private company. However, Premier McBride has expressed a willingness to enter into a co-operative scheme with Alberta for the erection and operation of terminal eltrs. on the Pacific coast and the discussion will be taken up soon by the two governments.

Montreal, Que.—Immediately on official notification from Ottawa of the \$6,000,000 loan, the Montreal Harbor Commissioners will begin work on plans for improvements on the waterfront, including a 2,000,000-bu. grain eltr. The present Harbor Commissioners' Eltr. has a capacity of 1,000,000 bus. Two sheds will be built at the end of the pier where the Quebec steamers now find a berth, and will be connected to the eltr. by the same conveyor system that has proved such a convenience in the upper part of the harbor. Their intention to build an eltr. as one of the harbor's immediate needs is the result of lack of adequate grain storage last year. The commissioners realize that Montreal will lose its opportunity of becoming the leading grain port of this continent if it is not able to store the western grain.

Calgary, Alta.—The Alberta government has issued an order-in-council appointing a commission to inquire into the matter of government-owned eltrs. in this province. The order cites as an example the condition in Saskatchewan that produces more than half the grain crop of western Canada, yet the "control of the western grain trade, the business of the trade and the profits accruing from it, are largely maintained and enjoyed by interests located outside the province." The Executive Council considers this condition should be investigated by the commission.

Winnipeg, Man.—The Manitoba government has issued \$2,000,000 in bonds to begin buying out the present eltr. systems in this province. The bill to establish government-owned eltrs. in Manitoba was introduced for its second reading in the legislature Mar. 7 and passed at the night session of Mar. 9. G. R. Coldwell, who introduced the bill, said the province contained 696 private eltrs., 26 farmers' eltrs. and 225 mill eltrs., and estimated that at the price supposed to be charged for storage, if all the grain passed thru government eltrs. the income would be \$600,000, which should make government ownership a paying proposition. The opposition's amendment to make the commission to operate the eltr. system independent of the government and only removable by a two-thirds vote of the legislature was defeated. Robert Rogers, defending the government's position, alleged that it was without precedent for the government to appoint a commission that would not be under its own control. George Steele of Cypress River opposed the measure on the grounds that it could not remedy grain growers' grievances, could never be made to pay and would saddle expensive plants and equipments on taxpayers.

CHICAGO.

CHICAGO CALLERS: Bert Ball, mgr. Publicity Bureau, St. Louis Merchants Exchange. Nat L. Moffit, St. Louis.

The regular sale of telephone privileges on the exchange floor of the Chicago Board of Trade was held Mar. 24 at 3 p. m.

Arthur R. Sawers, who was in California for a month, returned Mar. 14. He reports wheat looking green along the Santa Fe in Kansas.

The threatened strike of switchmen was averted by a decision, Mar. 22, of the Ill. state board of arbitration under the Erdman act, granting members of the Switchmen's U. of A. an increase in wages.

A large number of old shipments of hay in December and January are still lingering somewhere en route, awaiting the pleasure of the transportation companies to deliver them to the consignees.—W. R. Mumford & Co.

George M. Le Count, the crop expert who has earned an enviable reputation as a truthful reporter of crop conditions, appeared on 'change Mar. 15, for the first time since his return from Argentina, where he spent several months investigating crop conditions for Finley Barrell & Co.

After a three months' illness Edward E. Todd died Mar. 22, aged 63. For more than 33 years he was a member of the Board of Trade, doing business in grain and hay. He had lived in Chicago 43 years. He is survived by a widow and two sons, Edward E. Todd of Lagrange and Fillmore W. Todd of Chicago.

Membership in the Board of Trade has been applied for by William H. Taylor, Arthur R. Chenault, John W. Davis, Henry D. Babcock and Morton S. Shannon. Transfer of membership has been applied for by Fay W. Thomas, Jackson T. Harris, Moses Simons, Harry N. Knight and Isaac Pieser. The directors recently admitted to membership Solomon C. Keckler, Arthur Dyer, Harold C. Smith, Edwin L. Cook and George E. Gano. A membership sold, Mar. 23, for \$3,100 net to the buyer, a decline of \$25 from the previous sale.

The two amendments to Chicago Board of Trade rules, voted on Mar. 14, were both adopted. The first increased the rates to members on cash transactions from $\frac{1}{8}$ ¢ to $\frac{3}{4}$ ¢ a bu. and made rates to members three-fourths of the rates to nonmembers; thus, the rates of commission for selling cash grain on the Chicago Board of Trade will be to members $\frac{3}{4}$ ¢ per bu. on wheat, rye and barley and $\frac{3}{8}$ ¢ on corn and oats; to nonmembers, 1¢ per bu. on wheat, rye and barley and $\frac{1}{2}$ ¢ on corn and oats. This amendment was adopted by a vote of 387 to 105. The other amendment, adopted by a vote of 340 to 147, provided that admission of firms and individuals to the privileges of the clearing house and their suspension from such privileges should be subject to the approval of the board of directors.

The board of directors of the Chicago Board of Trade adopted the following resolution Mar. 15: "Resolved, That it is the sense of this directory that manipulation of the price of any of the commodities dealt in on our exchange or forestalling the price of or cornering any of said commodities will be considered a grave offense and that the rules relating to such offenses will be enforced." The posting of this resolution was regarded as a hint to any who might have laid plans to run a deal in May wheat that any such operations as have characterized the trade in the active futures recently, especially in wheat and oats, will not be tolerated in the future. Following the investigation of the September oats deal last year, when two leading eltr. men were suspended for one day each, it was made known that the light penalty imposed was because no such action had followed previous corners, but from that time on no leniency would be shown to those guilty of flagrant manipulation.

James Crighton, who has been doing a receiving business for many years under the firm name of Crighton & Co., with offices in the Royal Insurance bldg., has taken as an associate David S. Lasier. The firm will be known hereafter as Crighton & Lasier, and for the present will retain the quarters occupied heretofore. Mr. Crighton's connection with the Board of Trade dates back from 1867. At that time he was connected with the Board of Trade Flour Inspectors. In 1876 he associated with the firm of Low Bros. & Co., and in 1887 became a member of the firm which took over the business of that company. David S. Lasier has been in the grain business in Detroit and Chicago during the past 30 years, having served in all of its branches. About four years ago he quit business and intended retiring altogether, but a life of idleness became a burden to him, and he decided to get back into the harness again, associating himself with Mr. Crighton. Messrs. Crighton & Lasier have been lifelong friends and closely associated in business during the past 25 years. The union bids fair to be a very happy as well as successful one.

Curtis & Sanger will remove from their present quarters to larger and more commodious offices on the bank floor of the Corn Exchange Bank bldg. The new quarters are now being fitted out and will be occupied on or about Apr. 1.

Announcement is made by W. M. Hopkins, mgr. of the Transportation Dept. of the Chicago Board of Trade, that the Illinois Central now advises that it will make free delivery of grain to the L. S. & M. S. and Pennsylvania Co. and absorb belt lines' switching. Also that it will refund charges that have already been paid on such grain.

COLORADO.

Denver, Colo.—J. D. Best & Co. have let the contract to remodel the bin arrangement of their eltr. and add 50,000 bus. of storage capacity. The P. H. Pelkey Const. Co. will do the work.

IDAHO.

Boise, Ida.—The Boise Mfg. & Eltr. Co. which is an adjunct of the Colorado Mfg. and Eltr. Co., of Denver, will soon commence the erection of a 300-bbl. mill which will cost approximately \$30,000, and a warehouse and eltr. which includes four steel tanks, with a capacity of 100,000 bu. Albert B. Cutter is general mgr.

Coeur d'Alene, Ida.—The Coeur d'Alene Milling Co. recently increased its capital \$10,000. Heretofore the company has confined its business to the selling of grain and feed, but in the future will also do a regular flour milling business on a capacity of 75 bbl. per day. A building 50 feet by 120 feet, three stories high will be erected, the machinery for which has already been bot. The incorporators are: Pres. G. O. Dart; Sec-Treas. J. W. Wiggett and John Schmidt.

ILLINOIS.

Deers, Ill.—Dryer & Burt of Champaign have bot the eltr. here of F. C. Edwards.

Pontiac, Ill.—The Pontiac Farmers Grain Co. has increased its capital stock from \$15,000 to \$20,000.

Speers, Ill.—John A. Speers, proprietor of the Speers Eltr., and agt. for S. C. Bartlett Co., has removed.

Woodruff sta., Lilly p. o., Ill.—Levi Johnson of Danvers, Ill., will soon erect an eltr. here to replace the one burned.

Tremont, Ill.—The F. J. Davis Grain Co. incorporated for \$15,000 by Frank J. and Ura S. Davis and August Schneider.

Batavia, Ill.—C. H. Beach has installed in his mill a 10 h.p. rebuilt Howe Gasoline Engine purchased from A. H. McDonald.

Magnolia, Ill.—I have removed from Chariton, Ia., to this place where I have bot the plant of Surface & Ensign.—H. E. Jewell.

Welland sta., Mendota p. o., Ill.—The Penrose Eltr. Co. is repairing the manager's residence for W. H. Hayes, the new mgr.

Kewanee, Ill.—Frank E. Janes, who owns an eltr. here, has bot the feed store of Steer & Kellogg and has retained James Horner as mgr.

Litchfield, Ill.—The safe in the eltr. of the Farmers Eltr. Co. was dynamited on the night of Mar. 7. It contained nothing of value to thieves.

Capron, Ill.—I sold stock to A. Dimond Jan. 1, and transferred the eltr. building Mar. 1 to Dimond Bros., which is the style of the firm.—E. R. Hyndman.

Peoria, Ill.—P. B. & C. C. Miles incorporated to do a general commission business; capital, \$100,000; incorporators, Philo B., Charles C., and Joseph C. Miles.

Mindale sta., Mackinaw p. o., Ill.—Stockholders of the Minier Grain Co. of Minier, Ill., are considering building an eltr. at this station on the Ill. Traction System.

Velma, Ill.—Arthur Sowers, a Minnesota real estate man has bot the eltr. of Mathias Tex, and has turned over to Mr. Tex as part payment a farm near Moorhead, Minn.

Woodland, Ill.—Woodland Farmers Eltr. Co. incorporated to deal in grain, building materials and farm machinery; capital, \$8,000; incorporators, John L. Body, Samuel John and M. C. Williams.

Camp Grove, Ill.—Camp Grove Farmers Eltr. Co. incorporated to deal in grain, lumber, coal, feed, salt and farming implements; capital, \$5,225; incorporators, Scott Aitchison, James Burnett, Jr., and John Colgan.

Eldred, Ill.—John Langdon has purchased machinery, including a Western Pitless Sheller, of the Union Iron Works. Mr. Langdon is making extensive improvements which will give him a thoroly up-to-date eltr.

Kirksville, Ill.—The eltr. of R. C. Parks was burned Mar. 18 with 3,000 bus. of corn and oats. Eltr. was valued at \$6,000 with \$4,000 insurance. The grain was also insured. A spark from a locomotive is believed to have started the blaze.

West Salem, Ill.—We have let the contract to the Reliance Const. Co. for the erection of our eltr. of about 20,000 bus. capacity; equipped with a cleaner, automatic loading scales, a sheller and gasoline power.—George Couch & Sons.

Bardolph, Ill.—George W. Cole of Rushnell, who owns eltrs. there and at Adair and Walnut Grove, has bot the eltr. here of A. D. Stanford, whose ill health necessitates his retirement from business. Conwell Smick has been retained as mgr.

Stonington, Ill.—The Stonington Grain Co. has started the erection of its new eltr, which is to be one of the most up-to-date in this section. The equipment includes an automatic scale and a Western Pitless Sheller and Rolling Screen Cleaner.

Decatur, Ill.—The directors of the Illinois Grain Dealers Ass'n will meet at the St. Nicholas hotel in this city Wednesday, Mar. 30, at 1:30 p. m., to take up the general business of the Ass'n, also to arrange for the seventeenth annual meeting to be held in Decatur June 7 and 8.—S. W. Strong, sec'y.

Bell sta., Hartsburg p. o., Ill.—George Eberle will succeed Chris Anton, Apr. 1, as grain buyer for Spellman & Co. Mr. Anton has been at that eltr. ever since it was built about 25 years ago and has been in the employ of practically the same firm, Spellman & Spilty. He resigned to go to Nebraska where he owns a farm.

The next regular meeting of the Northern Illinois Grain Dealers Ass'n will be made a special occasion in the provision of entertainment for members and their ladies. Dinner at 6 o'clock, Friday, Apr. 8, at the Grand Pacific hotel, Chicago, will be followed by a theater party, for which the Ass'n has reserved a section of seats at the Princess Theater, the attraction being "Miss Nobody from Starland." Bring the ladies with you.

Sullivan, Ill.—J. A. Davis has started the erection of his new eltr. which will be thoroly modern thruout. His machinery equipment will include a Western Pitless Sheller and Rolling Screen Cleaner, furnished by the Union Iron Works.

Sidney, Ill.—The former mgr. of the Sidney Grn. Co., it is alleged, was recently discovered short in his accounts \$605 which was made good by his bondsmen. It is believed he used the money to speculate in grain. Millard Winston has been installed as temporary mgr.

Greer, sta., Cheneyville p. o., Ill.—Swartz & Boughton have bot the 30,000-bu. eltr. here on the Ind. Sou. Ry. from Sam Finney of Chicago. Equipment includes a 20-h.p. gasoline engine and a Richardson Automatic Scale. The corn capacity is 7,000 bus.—W. W. Boughton, Wellington, Ill.

Pontiac, Ill.—We have lately effected a permanent arrangement with the Chicago & Alton and the Wabash R. R. Freight Claim Departments, as follows: "1st. There will be no claim filed with us for \$3 or less. 2nd. On claims in excess of \$3, where the record of handling seems perfect, the members of the Ass'n will make the usual allowance. 3rd. Where claims exceed \$3 and there is evidence of leakage, they will be paid without the railroad company asking for the deduction."—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

Tucker, Ill.—The eltr. of the Tucker Grain & Coal Co., that burned Mar. 7, will be rebuilt immediately with about the same storage capacity as before. Peter Granger of Kankakee is pres. Alex Adams was resident mgr. Considerable of the 35,000 bus. of oats and 5,000 bus. of corn in the eltr. at the time of the fire was stored and the owners have lost, as but few of them carried insurance. Most of the farmers who used the eltr. for storage believed the company protected the grain with insurance, tho only its own was insured. Loss on grain is about \$20,000 with some salvage.

INDIANA.

Lincoln, Ind.—C. F. Cripe has bot a half-interest in the eltr. of A. P. Watkins.

Plainville, Ind.—We are out of the grain business at present.—N. E. Killion & Son.

Bippus, Ind.—O. Gandy & Co. have let the contract for their eltr. to be built here soon.

Greencastle, Ind.—W. T. Besser is considering the construction of concrete or steel storage.

Bluffton, Ind.—J. Studebaker & Son have placed their order thru H. C. Tector, for a "Western" Pitless Sheller.

South Bend, Ind.—The new eltr. the South Bend Grain Co. will build here will have a capacity of 20,000 bus.

Pendleton, Ind.—W. H. Aiman has bot a Western Pitless Sheller and a Gyating Cleaner of the Union Iron Works.

Indianapolis, Ind.—The Hoosier Grain Co. incorporated by the directors, Cary Jackson, J. M. and P. G. Brafford.

Oaktown, Ind.—The Oaktown Eltr. Co. is making some extensive improvements in its eltr. and has bot machinery from the Union Iron Works.

Roby, Ind.—The starch department of the American Maize Products Co. will be entirely crippled from two to three months by the explosion Mar. 7.

Paris Crossing, Ind.—The Wright Mfg. Co. is considering the erection of a concrete and steel eltr. of 20,000 to 25,000 bus. capacity, this spring.

Summitville, Ind.—The eltr. of O. C. Gordon, that burned during the night of Mar. 3, contained 1,500 bus. of grain. Loss, \$9,000 to \$10,000; insurance, \$6,000.

North Grove, Ind.—The Garrison Grn. Co. has taken over the business of the Houck & Royce Grn. Co.; H. E. Garrison is mgr.—J. W. Shenberger, agt. P., C., C. & St. L. Ry. Co.

Riley, Ind.—Paul Kuhn & Co. have added a full line of flour and feed to their general grain business and do a wholesale, retail and exchange business here.—H. W. Earley, agt.

Indianapolis, Ind.—The Board of Trade has voted \$2,000 toward the maintenance of the Indianapolis Freight Bureau that seeks to obtain and maintain equitable freight rates for this city.

New Ross, Ind.—The engine at the eltr. of the New Ross Grain Co. caused uneasiness recently by getting beyond control and attaining such speed that a piece was thrown out of the large fly-wheel and the cylinder head blown out.

Indianapolis, Ind.—L. J. Schwabacher & Co. of Chicago have taken over the nine branches in Indiana of Eugene Purtelle & Co., including the two in this city. While retaining their Chicago business, Eugene Purtelle & Co. will turn their attention in Indiana chiefly to traction interests.

Frankfort, Ind.—Ed Lee, who recently paid \$17,000 for the eltr. property of the Frankfort Grain Co. composed of Frank Kelly & Co., has moved here and will buy a home. His purchase includes 3¼ acres on which is located the 60,000-bu. eltr., practically new and equipped with up-to-date machinery.

Otterbein, Ind.—A receivership was denied in the controversy over the eltr. of Duffy & Harrington. The ruling of the court was that the partnership was dissolved by the filing of a complaint for an accounting and that a receiver was not necessary unless the partners could not agree on the disposition of the property.

Indianapolis, Ind.—Arthur Gillet, vice-pres. of the Acme-Evans Co., died Mar. 13. His business career began with Bennett & Moore, grain dealers, after which he engaged in the grain business on his own account and in 1887 was elected sec'y of the Board of Trade. Mr. Gillet was highly esteemed by all who knew him.

Converse, Ind.—Shortly before the death of John F. Johnson of Logansport, Ind., he gave a check in payment for grain purchased from J. E. & H. J. Flinn of this place, who deposited it in the local bank. When presented for payment it was refused by the Logansport bank on which it was drawn, and the Converse bank has filed suit for \$2,500 damages.

Princeton, Ind.—A verdict of guilty was rendered Mar. 9 in the case of T. C. Harrington, charged with conspiracy to defraud. He was captain of the steamer used to haul corn for the Princeton Eltr. Co., of which Henry E. Agar was mgr. From this steamer Agar disappeared on the night of Jan. 23, 1907, and considerable insurance was paid to his wife. Subsequently discovered in Texas, Agar is now in the penitentiary. Harrington was the only one who testified to seeing Agar fall into the river.

Nulltown sta., Connersville p. o., Ind.—We will build a 15,000-bu. eltr. at this station this spring.—Uhl-Snyder Mfg. Co., Connersville, Ind.

IOWA.

Butler, Ia.—H. M. Shute is a scooper.

Garden City, Ia.—C. Knutson will succeed Emil Oestroch as mgr. for the Farmers Eltr. Co.

Delta, Ia.—J. A. Beatty is installing a Western Manlift, purchased of the Union Iron Works.

Larchwood, Ia.—F. Rudloff has bot the eltrs. of B. B. Anderson here and at Granite, Ia.—F. B. Martin.

Arion, Ia.—N. P. Underhill, the pioneer grain and stock buyer, has sold his business to Mr. Spargus of Omaha.

Richards, Ia.—M. Higgins of Gilmore City was selected from 14 applicants to manage the eltr. of the Farmers Eltr. Co.

Sulphur Springs, Ia.—The eltr. of the Western Eltr. Co. burned recently; loss, \$7,000. It may be rebuilt. George A. French was mgr.

McCallsburg, Ia.—Mr. Ed Thompson, formerly mgr. at Garden City, Ia., will succeed E. P. Pierce as mgr. for the Farmers Eltr. Co.

Duncombe, Ia.—The Duncombe Grain & Stock Co. had ventilators built in its corn cribs recently to dry the ear corn and prevent it spoiling.

Lanyon, Ia.—Ed. Sellstrom will succeed A. Peterson as mgr. of the Farmers Eltr. Co. Mr. Sellstrom was formerly second man in an eltr. at Ruthven, Ia.

Lena, Ia.—A company of local people bot the eltr. here of the Reliance Eltr. Co. and operate it under the name of the Lena Eltr. Co.—J. A. Beckwith.

Danbury, Ia.—Mike Burke has bot the eltr. of Santee & Tangeman, that formerly belonged to E. W. Oates, and will operate it in connection with his live stock business.

Elberon, Ia.—George W. Miller, employed for years as mgr. by the Clinton Grain Co., has been indicted for embezzlement. He left Elberon some time ago short in his accounts.

Matlock, Ia.—The recently incorporated Farmers Eltr. Co., that bot the eltr. of C. B. Brockway, has employed Frank H. Sloan as mgr. He was formerly mgr. for the Farmers Eltr. Co. at Sanborn, Ia.

Des Moines, Ia.—Railroads operating in Iowa have adopted the uniform demurrage rules promulgated by the National Ass'n of State R. R. Commissioners and will put them in effect May 1.

Waterloo, Ia.—I. N. Hurd, who came here in 1869 and was many years a grain buyer for the Waterloo & Cedar Falls Mill Co., died of pneumonia Mar. 12, in Iowa City, where he lived for the past five years.

Des Moines, Ia.—Officials of the Chi. M. & St. P. and the Wabash have notified the local commercial club that they are willing to render the same assistance as the C. B. & Q. in running seed corn specials thru the state.

Cedar Falls, Ia.—The new Hartford Grain Co., of which Wm. Tostlebe is mgr., has bot the eltr. and business of Peter Hoagland and will take possession Apr. 1. Mr. Hoagland has bot grain here for 38 years. He is 82 years of age and wishes to retire. Chris Peterson, who has been with Mr. Hoagland for 25 years, will go to Denver, where he has a couple of married daughters.

Des Moines, Ia.—The state Ry. commission had a hearing Mar. 23, on the proposed revision of grain rates. Among the complaints filed with the commission is that of failure to furnish grain doors.

Clarence, Ia.—E. A. Hoadley, mgr. of the Farmers Eltr. Co. at Rockford, Ia., has purchased an eltr. here on the C. & N. W., that he will operate on his own account while continuing as mgr. for the Rockford company.

Buckeye, Ia.—The Farmers Co-op. Grain Co. has applied for a site on which to build an eltr. and a warehouse. It wishes to locate on the railroad company's right-of-way. The R. R. commissioners are investigating a complaint made by it.

Whittemore, Ia.—The new farmers' eltr. company has chosen M. W. Fandel, pres.; Tom Carmody, sec'y; and J. M. Farley, T. M. Swanson and Peter Elbert a building committee. The capital stock has been set at \$20,000 with \$7,500 paid up.

Florence sta., Clarion p. o., Ia.—The eltr. of the Iowa Eltr. Co. burned recently, with 2,000 bus. of oats and 1,000 bus. of corn. Late in the afternoon the company's traveling auditor was in the eltr. and reported every thing in good shape, that evening its complete destruction was reported.

Sioux City, Ia.—The Terminal Eltr. Co. has appealed to the Interstate Commerce Commission to compel the railroads entering Sioux City to grant more equitable rates on grain, on the ground that present rates are discriminatory. This action is according to an agreement entered into Jan. 21 by representatives of the Terminal Eltr. Co., the proposed Traffic Ass'n and the Real Estate Board.

Le Mars, Ia.—Farmers have organized to build a 25,000-bu. eltr. at Craig, the new town in this county on the Chi. & N. W. R. R.; among the directors are Onno Croon, A. R. Noble, L. Winterfield, George Frerichs and Fred Gronemeyer. Business men of Le Mars, interested in the town of Brunsville (not a p. o.) will organize a company to build an eltr. soon. Henry Meinen and B. Fish are backing the project.

Alton, Ia.—The Farmers Mutual Eltr. Co. has let the contract to the Younglove Construction Co. for the erection of a 30,000-bu. addition to its present 12,000-bu. eltr., work to begin about Apr. 1. Other improvements will be made, including a driveway 12x74 ft. The office building, 18x74 ft., will include an up-to-date, fireproof engine room, a directors' room and another room for storing sash and doors. Mr. Gleystein has resigned as mgr. to go to Sioux Rapids, where he has purchased a half-interest in a brick and tile plant.

Des Moines, Ia.—The Good Roads Convention held in this city recently was attended by more than 1,000 delegates representing every county in the state. As a deliberative body the convention did not meet the expectations of the governor and his advisors who called it. It took no decisive stand in the direction of improving the highways of the state and refused to go on record as favoring competent county supervision of roads, which will make it difficult to obtain practical new legislation next winter. However, the convention did talk roads vigorously for two days and set many to thinking about roads as never before; hence the state will be benefited eventually by getting these delegates to talk together and then go home and talk.

Alvord, Ia.—An appeal is to be taken in the suit by the Farmers Co-operative Co. against a member, Peter Beers, for selling grain to other dealers. A justice court gave the company judgment against Mr. Beers for \$44, being the penalty of 2 cents per bu. Mr. Beers agreed to pay when he joined. This same clause is contained in the by-laws of most of the co-operative companies and as there has never been a decision of any high court affirming its legality the outcome of the present suit will be watched with interest by the farmers.

Des Moines, Ia.—The Rock Island started its good-seed-corn special out from this city, Mar. 21, for a ten days' trip thru the state, with professors from the state agricultural schools on board, to impart practical instruction in regard to the testing of seed corn, its selection and planting. Reports received by Des Moines papers indicate that conditions of Iowa seed corn demand unceasing vigilance in testing it for this year's crop, as much of that already tested showed low vitality. In northwestern Iowa good seed corn will be very scarce. Depending on results of this trip, the good-seed-corn special may be run into other states.

Glenwood, Ia.—As the testing of every ear of corn used for seed this season is more than usually important because of the poor quality of the last crop for germinating purposes, the state agricultural college at Ames sent a representative to each locality where good seed lectures were to be given from the C. B. & Q. special, to get samples of seed from 20 different corn growers distributed as widely as possible. These samples were put in a germination box a week previous to their use in the demonstrations by the lecturers, Profs. P. G. Holden, B. W. Crossley and M. L. Bowman, from the special train on the C. B. & Q., that began its itinerary at this station Mar. 21 and was scheduled for lectures and demonstrations this week here and at Malvern, Villisca, Corning, Creston, Lenox, Bedford, Massena, Greenfield, Osceola, Chariton, Albia and Knoxville.

KANSAS.

Lyons, Kan.—The N. Sauer Mfg. Co. will re-open its eltr. here.

Marksville, Kan.—I have succeeded the W. T. Shute Grain Co.—R. L. Hearn.

Manning, Kan.—W. M. Chelf & Co. are no longer in business at this station.

Moran, Kan.—Hammel & Noble have succeeded the Moran Grain Co.—W. I. Hammel.

Healy, Kan.—I will install a sheller and seed cleaner in my eltr. this spring.—H. A. Coombs.

Raymond, Kan.—We will install a man-lift.—E. A. Mowrey, mgr. Raymond Grain & Supply Co.

Pollard, Kan.—The N. Sauer Mfg. Co. of Cherryvale, Kan., will build an eltr. at this station.

Alden, Kan.—We put in a new wagon scale at this place.—Chas. Rinner, agt. Kansas Grain Co.

Halstead, Kan.—We have installed a new Avery Automatic Scale in our eltr.—C. Oltmanns, mgr. City Eltr.

Hudson, Kan.—The Hudson Grain & Supply Co. has bot a Hall Signaling Grain Distributor and Omaha Buckets.

Abilene, Kan.—D. R. Gordon has been offered the state grain inspectorship made vacant by the resignation of John T. White.

Pendennis, Kan.—L. Wheatcroft, agt. of the Thorstenberg Grain Co., died Mar. 10 of pneumonia fever, caused by cane-seed dust.

St. John, Kan.—The St. John Mill & Power Co. has just completed its new 500-bbl. mill and grain storage tanks. Mr. Forsha is mgr.

Coats, Kan.—I. N. Shriver, formerly pres. of the Farmers Grain, L. S. & Merc. Ass'n, will build an eltr. here in time for this season's crop.

Greensburg, Kan.—Robt. Bailey, owner Greensburg Grain Co.'s eltr., contemplates building a 20,000-bu. house, but has not decided when he will start.

Beloit, Kan.—Beloit has put in an electric light plant furnishing 24-hr. service, that may result in installing motors in the eltrs. Both have steam power.—W. C. Brown.

Blue Rapids, Kan.—S. Saville and W. B. Huxtable have bot the eltr. of Fred K. Barrett and have taken possession. Mr. Barrett will go into business at Winifred, the new town about 14 miles southwest.

Greensburg, Kan.—The farmers here have started on their new 30,000-bu. eltr. Work is being done by M. J. Travis. Eltr. will be iron-clad with composition roof, studded, and equipped with a 30-h. p. gasoline engine.

Arnold, Kan.—Farmers in this vicinity have organized a company to build a 20,000-bu. eltr. equipped with up-to-date facilities for weighing, cleaning, grading, drying and loading grain. C. H. Dykeman is pres.; J. W. Gaston of Larned, Kan., sec'y.

Dundee, Kan.—Dundee Grain & Supply Co. incorporated, \$12,500 capital stock; Mr. Boese, pres., M. Keenan, vice-pres., R. C. McMillan, sec'y and Mr. Unrugh, treas. The company will build an eltr. and have let the contract for the machinery to Witte Iron Works Co. and Howe Scale Co.

Wichita, Kan.—The Millers Grain Co. has opened an office in the Board of Trade Bldg. for the transaction of a general grain business. George Noll, mgr. for some years for the Independent Grain Co. and last year with the Midland Mill & Eltr. Co. at Muskogee, will be mgr.

Topeka, Kan.—Sec'y Coburn, of the Kansas Board of Agriculture, is a good deal disgusted by some of the situations growing out of the alleged condition of the winter wheat. He says "the hired crop-killers are junketing up and down and across the state by every train as never before, seeing small fractions of a dozen counties and reporting on the one-hundred-and-five, and keeping the wires warm with their messages telling of the 'enormous' damage done. All this has started a lot of talk about sowing spring wheat on the ground where the winter wheat is found actually killed." Coburn is hostile to the spring wheat suggestion for Kansas for several reasons. He claims that "the history of grain-growing in Kansas shows clearly that spring wheat fields are the most successful chinch-bug nurseries yet discovered, a fact well worth considering, particularly in a season when entomologists are predicting chinch bugs in far more than usual numbers. Further, the prevalence of these insects and the damage they did when spring wheat was a prominent crop, and the fact that they have virtually disappeared since spring wheat sowing has been so largely abandoned, should afford a lesson farmers cannot well ignore."

Burdett, Kan.—J. H. Steffen, a director of the new farmers' eltr. company, reports the contract let to the P. H. Pelkey Const. Co. for the erection of a 15,000-bu. eltr. to be completed by June 15. It will be a duplicate of the one recently erected by the same company at Frizell, Kan.

Wichita, Kan.—Since the decision of the U. S. Circuit Court enjoining the Interstate Commerce Commission from prohibiting railroads and other carriers from making elevation allowances, a committee has been appointed in connection with the Transportation Bureau to ask this privilege. If the railroads grant elevation allowances, plans for a large storage eltr. will be started at once, as this market needs more storage capacity for its wheat and would have had more eltrs. before this had elevation allowance been granted.

Topeka, Kan.—John T. White, state grain inspector, tendered his resignation Mar. 15 to take effect Apr. 15. He was appointed a year ago during the closing days of the legislature, of which he was a member. As he was virtually "drafted" he served notice that he would resign as soon as he put the department "on a level basis," which he now says he has accomplished and wants to get back to his farm and grain business. He has frequently been mentioned as a candidate for railroad commissioner but has not yet entered the race.

KENTUCKY.

Glasgow, Ky.—Perkins & Martin have purchased a Western Mill Sheller.

Dycusburg, Ky.—C. H. Cassidy, bookkeeper of the Dycusburg Roller Mills, was married Mar. 19, at the Palmer House, Paducah, Ky., to Miss Jessie Padon.

Dycusburg, Ky.—The Dycusburg Roller Mills, which have been leased and operated by Cassidy & Ramage, have been sold to C. H. Cassidy and A. Dewey. The latter for 3 years was head miller of the Kuttawa (Ky.) Mlg. Co. and owned stock in it. He later sold out and bot one-half interest in the Dycusburg Roller Mills with Mr. Cassidy. Mr. Dewey will remove from Kuttawa, Ky., to Dycusburg. The name of the new firm will be the Cassidy & Dewey Roller Mills.

LOUISVILLE LETTER.

The hot corn season is approaching and local grain men are inclined to ship only kiln-dried corn to the south, and as a result the big Hess drier at the Kentucky Public Eltr. is working to its full capacity day and night.

The Board of Trade held a mass meeting Mar. 18 to protest against the arbitrary increase of 25 per cent in the assessment on property in Louisville for state taxes. The grain dealers were among the leaders in the protest, which will very likely have results.

Sebastian Zorn, who for several years acted as pres. of the Louisville Water Co., improving the plant and winning general approval by his administration, has retired from that office and is now actively engaged in the management of the grain business of S. Zorn & Co.

J. S. Walker is chairman of the Board's hay committee, the other members of which are Oscar Farmer, Jr., H. Fruechtenicht, B. G. Sandbrink, A. C. Schuff, C. L. Troxell, J. L. Clift, C. P. Dodd, A. H. Bowman, E. G. Duckwell, Amos Yaeger, R. Lee Callahan and R. H. Menefee.

A State Association of Corn Growers has been organized by the farmers of the State, and resulting from it seed corn has been sent to sixty counties by the Commissioner of Agriculture. A mass meeting will be held at Flemingsburg Mar. 31 by the growers of the Bluegrass in order to discuss the movement.

This season's crop of whisky will be well up to the average, according to W. A. Thomson & Co., grain buyers for The Kentucky Distilleries & Warehouse Co. Practically all of the distilleries are mashing corn, and tho the high price of grain has held back some of the smaller distillers the output will be considerable.

John H. Marble, special attorney for the Interstate Commerce Commission, delivered an address before the Traffic and Transportation Club on the general subject of freight rates, in which he advocated reasonable rates on the ground that they benefit the railroads as well as the shippers. He reiterated his opposition to elevation allowances at all terminal markets, and declared that they are in principle unfair. He said that he hoped the courts would allow the Commission to forbid these allowances.

The new demurrage rules suggested by the National Assn. of Railroad Commissioners have been adopted by the State Railroad Commission. They are based on the average system, the unloading of a car in a shorter time than the maximum allowed giving the shipper or consignee credit for that time on another car. The Pennsylvania put it into effect Mar. 1, and the other roads will make it effective Apr. 1. The grain men, who have urged such a system for a long time, are highly pleased.

The Board of Trade has announced the following standing committee for the year: Grain, H. H. Bingham, of Bingham-Hewitt, chairman; Alfred Brandeis, of A. Brandeis & Son; F. N. Hartwell, of H. Verhoeff & Co.; Andrew Edinger, of Edinger Bros.; A. C. Schuff, Henry Fruechtenicht, John Raidt, Charles T. Ballard, of Ballard & Co.; W. M. Atkinson, of Washburn-Crosby; F. C. Dickson, of the Kentucky Public Eltr. Co.; C. M. Bullitt, Thomas C. Williams, of S. Zorn & Co., and R. L. Callahan.

Altho Commissioner of Agriculture M. C. Rankin appointed two grain inspectors for Louisville, John W. Reeder and W. H. Silbernagel, who have since named Henry Tinsley, formerly a deputy of the Board of Trade, as their assistant, most of the inspecting in this market is being done by M. L. Satterwhite, the veteran official of the Board of Trade. The State officials are inspecting for W. A. Thomson & Co. because the Board of Trade inspection does not provide the moisture test, which is required for grain destined for use in the distilleries.

The Traffic and Transportation Club, of which all the grain men are members, has just closed its first year by re-electing J. B. Ford, of the Southern Railway, pres., F. N. Hartwell, of H. Verhoeff & Co., first vice-pres. Alfred Brandeis, of A. Brandeis & Son, and H. H. Bingham, of Bingham-Hewitt, were chosen directors. Harry Volz, of S. Zorn & Co., was named as chairman of the Publicity Committee. In Mr. Ford's annual address he said: "Traffic clubs are the mediums through which the shipping public and the representatives of the common carriers can become better acquainted, understand each other's views and bring the representatives of both together for the purpose of a friendly discussion of transportation matters of mutual interest."

Hanging over the desk of Alfred Brandeis, in the Board of Trade Building, is a framed business card, announcing the grain business of the firm of Brandeis & Crawford. The card was printed in 1856, two years after the firm was organized. Later on A. Brandeis & Son began business as a firm. That was in 1878, and the "Son" of the firm is now the head of it and bears the initials of his father.

The Louisville & Nashville Railroad pleaded guilty to ten counts of an indictment found against it in the Federal Court on the ground of having violated the interstate commerce law by giving rebates, and was fined \$10,000. The alleged violations occurred in connection with shipments of grain to distilleries. The road announced that tho there had been a technical violation of the law, there was no wilful or intentional violation.

LOUISIANA.

NEW ORLEANS LETTER.

Work is shortly to be resumed by the Frisco Railroad on the Chalmette Slip, after several months' idleness.

The annual convention of the Rice Ass'n of America will be held Apr. 13 in the Board of Trade rooms in this city.

Business has been very quiet in both local and export lines the past two weeks, the only outgoing grain being that sacked for Havana and Panama.

Louisiana bids fair to become a real corn-growing state. Reports received by Chief Grain Inspector Richeson indicate that the acreage in corn will be the largest ever planted. The surplus of the season just past found a ready market in New Orleans and Texas and in addition the success of the home-grown product seemed to stimulate stock raising; this was evidenced by the fact that 750 Louisiana-grown hogs were recently received here in one day.—W.

MARYLAND.

Baltimore, Md.—George S. Jackson, Robert Ramsay, James C. Gorman and W. T. Shackelford have been elected directors of the Chamber of Commerce Building Co.

Washington, D. C.—Mar. 11 Edward E. Taylor and Henry R. Duryee were indicted on the charge of operating two bucket shops. A week previous to the court finding the police raided both places.

Annapolis, Md.—State Senator Coady has introduced in the Maryland legislature a bill endorsed by the American Warehousemen's Ass'n and the American Bankers Ass'n, to make uniform the statutes relating to warehouse receipts. It makes a fundamental distinction between negotiable and non-negotiable instruments. It presents the negotiable receipt as representative of the grain or goods, and the non-negotiable as mere evidence of an ordinary control of bailment, and provides that all duplicate receipts must be so marked and if non-negotiable must be so marked. Provision is made for punishment of warehousemen who issue or aid in issuing a receipt, knowing that the goods for which such receipt is issued have not been actually received by such warehouseman or aid not under his actual control at the time of issuing the receipt. Such an act is made a crime punishable by imprisonment not exceeding five years or by a fine not exceeding \$5,000 for each offense. Similar laws have been enacted in Pennsylvania, Ohio, New York and 15 other states.

Baltimore, Md.—Official notice has been received by the Chamber of Commerce to the effect that after Apr. 1 the Baltimore & Ohio and the Pennsylvania roads will increase certain charges for handling grain at the uptown and local eltrs. The increase is expected to "make the revenue more nearly approximate the operating expenses of the houses."

Baltimore, Md.—James A. Clark, of Thos. S. Clark & Sons, succumbed to a stroke of paralysis Mar. 11 at Port Orange, Fla., where he was temporarily residing. He was a member of the Grain Dealers National Ass'n, a prominent factor in the Baltimore Chamber of Commerce, and was formerly pres. of the Canton Export Co. He was 51 years of age and leaves a wife and six children.

MICHIGAN.

Schoolcraft, Mich.—C. E. Carpenter is installing a Western Sheller and Gyrating Cleaner.

Grand Rapids, Mich.—The Grand Rapids Grain & Mfg. Co. is planning to increase the capacity of its eltrs.

Mesick, Mich.—The eltr. of Clark, Travis & Co. was burned Mar. 22; loss, \$22,000; insurance, \$7,000. It probably will be rebuilt.

Detroit, Mich.—C. E. Oliver and C. R. Huston have been admitted to membership in the Detroit Board of Trade. C. Currie and H. A. Lanhoff have resigned.—F. W. Waring, sec'y.

Grass Lake, Mich.—Fire, supposed to have started from sparks from a passing train Mar. 13, destroyed the warehouses owned by Parsons & Hobart of Detroit and J. I. Bartlett of Jackson, neither of which had been used for grain storage for some time.

Detroit, Mich.—Receipts of grain during February included 81,174 bus. wheat, 301,652 bus. corn, 212,711 bus. oats, 20,220 bus. barley and 17,390 bus. rye, compared with 128,122 bus. wheat, 185,604 bus. corn, 197,038 bus. oats, 32,000 bus. barley and 6,600 bus. rye received during Feb., 1909. Shipments of grain included 14,463 bus. wheat, 162,264 bus. corn, 25,814 bus. oats, no barley and 2,877 bus. of rye, compared with 2,316 bus. wheat, 147,417 bus. corn, 55,304 bus. oats, no barley and 23,803 bus. rye shipped during Feb., 1909.—F. W. Waring, sec'y Detroit Board of Trade.

MINNESOTA.

Villard, Minn.—Farmers are organizing a company to build an eltr.

Windom, Minn.—Lindquist Bros. will build an eltr. this summer.

Ward Springs, Minn.—The eltr. M. Kraemer acquired and will open here has belonged to the estate of Joe Kraker.

Browerville, Minn.—The Farmers Eltr. Co. failed and lost house and all; not running.—Thomas Heid, former agt.

Garvin, Minn.—A. M. Dudley has succeeded W. C. Purry as agt. for the Sleepy Eye Mlg. Co.—Peterson & Webb.

Traverse, Minn.—My eltr. has been sold to E. G. Terwilliger, Minneapolis. He will enlarge and improve it this spring.—S. H. Briggs.

Hallock, Minn.—John Swenson has succeeded Wm. Kelso as owner of the Hallock Roller Mill.—F. L. Peterson, agt. Imperial Eltr. Co.

Dale sta., Hawley p. o., Minn.—The eltr. we will build here this spring will have a capacity of about 25,000 bus.—Farmers Eltr. Co.

Nashua, Minn.—The eltr. of the Atlantic Eltr. Co. is closed. I have succeeded P. F. Nash as mgr. of the Farmers Eltr. Co.—T. W. Duncan.

Raymond, Minn.—Farmers are organizing an eltr. company. J. H. Stoll is chairman, Ole Osle sec'y, Peter Schelten and J. Bennings directors.

Atwater, Minn.—The eltrs. here of the Amenia Eltr. Co. and the Interstate Grain Co. are closed.—A. W. Johnson, mgr. Farmers Co-op. Eltr. Co.

Dale sta., Hawley p. o., Minn.—This eltr. was moved here from Winnipeg Jct., Minn., last August, as Winnipeg Jct. has no railroad now.—Federal Eltr. Co.

Tracy, Minn.—J. S. Edmonds, formerly auditor for the Western Eltr. Co., is now in another line of business.—H. W. Peterson, agt. Eagle Roller Mill Co.

Houston, Minn.—J. E. and N. Redding will operate the eltr. they recently bot here from the W. W. Cargill Co. under the firm name of the Redding Eltr. Co.

Le Sueur, Minn.—The old grain warehouse belonging to L. Miller, that was built nearly fifty years ago, burned recently. Insurance on building and grain, \$1,700.

Farwell, Minn.—Until recently I was local agt. for the Atlantic Eltr. Co., but have succeeded B. S. Johnson as agt. for the Osborne-McMillan Eltr. Co.—C. S. Jacobson.

Sutton sta., Dexter p. o., Minn.—The eltr. of the La Crosse Grain Co., that burned Feb. 14, with all its contents, will not be rebuilt at present.—J. H. Vandenoever, agt.

Hancock, Minn.—The decision on the proposition to buy an eltr. or build an addition to our present eltr. has been postponed until the next general meeting in June.—J. S. Danens, mgr. Hancock Market Co.

Waseca, Minn.—James Byron, pres. of the Waseca Co. Farmers Eltr. Co., is asking for bids for the removal of the eltr., flour storage house and coal sheds to a new site. All bids must be submitted before Apr. 16.

Wolverton, Minn.—Alfred Payzer is agt. for the Duluth Eltr. Co., that has succeeded the Jenkins Eltr. Co. at this point. The Wolverton Eltr. Co. may build coal sheds this year.—W. W. Gettman, agt. W. Eltr. Co.

Warren, Minn.—Thru the purchase of the Snake River Farm from the Woodward estate I acquired an eltr. in this town, in such good condition no repairs are now needed either to building or machinery.—A. Melgard.

Danvers, Minn.—The Northwestern Eltr. Co. has closed its house here. H. A. Heiden is local agt. for the Minnesota & Western Grain Co. and A. F. Teigen for the Minn. Grain Co.—J. C. Minert, agt. Interstate Grain Co.

Ihlen, Minn.—Sever Gulickson, formerly with the N. W. Eltr. Co., has succeeded C. L. Demaray as mgr. for the Farmers Co-op. Stock Co., and I have succeeded Mr. Gulickson as local agt. for the Northwestern Eltr. Co.—R. A. O'Connell.

Wheaton, Minn.—The Farmers Eltr. Co. will build a 40,000-bu. house. H. A. Quast & Co. have sold the Wheaton Roller Mill, that has been closed for some time, to an eastern syndicate. M. L. Welch will operate it. He will be here soon to begin the necessary repairs and increase its capacity to 300 bbls. daily.—W. J. Harms.

Pennock, Minn.—The eltr. of the New London Mlg. Co. has been closed since Aug. 1, 1909, when the Pennock Farmers Eltr. Co. succeeded the Duluth Eltr. Co. at this point, and I am its agt.—A. O. Floren, former agt. N. L. Mlg. Co.

Ashby, Minn.—G. T. Hoff has succeeded A. L. Johnson as agt. for the Northwestern Eltr. Co. Our company owns its own eltr. and leases that of the Mnpls. & Northern Eltr. Co. Hans Robertson is our mgr.—Ashby Farmers Eltr. Co.

Gary, Minn.—The Thorpe Eltr. Co. has closed its house here. Nels Strom has succeeded Tom Largis as local agt. for the Monarch Eltr. Co. L. O. Kveno has succeeded me as mgr. for the Farmers Eltr. Co., and I am agt. for the Gt. Western Eltr. Co.—Robt. Lannes.

New Ulm, Minn.—The eltr., office and mill of the New Ulm Roller Mill Co. burned during the night of Mar. 19. Loss estimated at \$75,000. Fire originated in a hot box. L. A. Fritche narrowly escaped injury during the fire. Blinded by the smoke, he became confused while in the burning building.

Argyle, Minn.—The eltrs. here of the Imperial Eltr. Co. and of the Mnpls. & Northern Eltr. Co. are closed. A. W. Headrick has succeeded David Coates as mgr. for the Farmers & Merchants Eltr. Co. John Sinclair is local agt. for the Interstate Grain Co. and Frank Barsaloux for the St. Anthony & Dak. Eltr. Co.—Wm. Cone, agt. National Eltr. Co.

De Graff, Minn.—The first case of the payment of a claim by the railroads under the reciprocal demurrage law, recently declared constitutional by the supreme court, was reported Mar. 17 by the Minnesota Shippers & Receivers Ass'n. The payment of \$50 covered the claim of S. P. Martin of this place for the railroad's delay in furnishing cars as requested. The ass'n has filed a number of claims with the railroads, which have not been returned. Officers of the ass'n believe this indicates that the roads intend to pay the claims.

Duluth, Minn.—The large increase in the amount of wheat containing kingheads, raised on the past crop, has resulted in more of this class of grain being received here than the Duluth market can properly handle. Much of it has been grading No. 1 Nor. with a dockage presumably sufficient to cover the removal of that weed seed which can not be taken out by eltr. machinery and, as a result, contract grade here is more or less affected. Under the most favorable circumstances the terminal eltrs. can handle only a very small percentage of this class of grain and if they take all tendered on purchases to arrive the next crop, as they were compelled to do the past season, they will have considerable stock on hand practically unsalable. Therefore buyers representing the various eltr. interests in this city have decided that on and after Aug. 1, 1910, any purchases of wheat to arrive, which they may make, shall be understood to mean wheat free from kingheads even tho the cars should grade No. 1 Nor. All wheat containing kingheads will be bot on its merits regardless of the state grade or dockage, but under no circumstances are any cars containing kingheads to be applied on sales that have been made to arrive by the various receivers.

MINNEAPOLIS LETTER.

Nils O. Werner, a member of the Minnesota Grain Co., died Feb. 24, aged 62.

J. S. Atkins and W. F. Hyde have been admitted to membership in the Chamber of Commerce,—John G. McHugh, sec'y.

The state board of arbitration has recommended to the officers of the switchmen's union that they terminate the strike. They have refused to heed this advice.

In an effort to stop bids or offers not made in good faith or intended to be carried out if accepted, the directors of the Minneapolis Chamber of Commerce have denounced the making of pretended or fictitious offers to buy or sell futures in pit trading.

When buying grain in car lots at country points hereafter members of the Minneapolis Chamber of Commerce will deal on the basis of Minneapolis market values less commission or a profit equal to the established rates of commission on the grain purchased.

The Electric Malting Co. is considering the erection of an addition to its East Side plant that will increase its capacity from 750,000 to 1,250,000 bus. by means of fireproof storage tanks chiefly. No decision will be made until L. S. Gillette, pres., returns from the South.

Judge Willard of the Federal Court discharged Frank Desmond from his debts as a bankrupt, but refused the petition of M. C. Wright and G. A. Cannon. The three were doing business as the Traders Grn. Co. and the judge was of the opinion that the latter two tried to conceal the books of the company from the trustee.

The Sibley County Bank obtained a temporary injunction restraining the Minneapolis Chamber of Commerce from selling the membership of J. D. Geraghty of St. Paul to pay claims brot by other members. The bank alleges it advanced \$6,000 to Mr. Geraghty before his failure and held his membership as collateral. A hearing in the suit of the bank against the Chamber of Commerce was set for Mar. 24.

The Minneapolis Chamber of Commerce has renewed its offer of special premiums for fife and blue-stem wheat, the awards to be made at the North Dakota state fair. The first prize of \$100 will be awarded for the best ten-bushel lot and \$25 for the second best 10-bu. lot of fife. The same amounts are offered as first and second prizes for blue stem. No offers have been made for durum or macaroni wheat.

By a vote of 154 to 12 the Chamber of Commerce Mar. 1 adopted an amendment to its rule limiting the time for calling reinspection, to read as follows: Sec. 5 on all sales of corn graded No. 4, No. 4 Yellow, and No Grade on account of dampness, buyer must accept or reject said corn so purchased, or notify seller of his desire to call reinspection by eleven o'clock a. m., of the business day next succeeding the day of purchase; providing it has been possible for the buyer's sampler to sample such corn within Minneapolis switching limits by that time. If it be impossible for buyer's sampler to sample such corn within the time specified, it shall be the duty of the purchaser to notify the seller by eleven o'clock of the business day next succeeding the day of purchase, and such corn shall be sampled as soon as possible thereafter by the buyer's sampler, and the purchaser must accept or reject such corn; or notify seller of his desire to call reinspection immediately after the report of the buyer's sampler is made. When because of heavy loading or for any other

reason cars are sampled or inspected 'subject to approval' this section is not operative."

MISSOURI.

Clinton, Mo.—Pierson Gehr of Arkansas, has bot the eltr. of W. N. Hopkins.

Appleton City, Mo.—I have under construction here an eltr. of 17,000 bus. capacity.—W. D. Schmitt.

Montrose, Mo.—Commons Bros. are building a 13,000-bu. eltr. at this point.—W. D. Schmitt, Appleton City, Mo.

Columbia, Mo.—A corn special train of five cars was started out from the college of agriculture of the University of Missouri March 17 and was out 3 days, visiting 22 towns in the northern part of the state. Five members of the college of agriculture accompanied the train and lectured on the various phases of agriculture.

St. Joseph, Mo.—Progress is being made in the plans for the proposed 1,000,000-bu. terminal eltr. to be erected in this city. It has been proposed that the house be built on ground of the Union Terminal Co. Besides interesting local capitalists in subscribing for stock the promoters desire that each railway entering the city subscribe for a block of stock. L. F. Swift, pres. of Swift & Co., Chicago, it is said, will take a prominent part in financing the deal. St. Joseph banks, it is reported, strongly favor the establishment here of a regularly licensed eltr. and the claim is made that it would tend to add stability to the local grain trade.

KANSAS CITY LETTER.

C. R. McCotter of McCotter & Sloan, southwest managers of the Grain Dealers Fire Insurance Co., was married Mar. 2 to Miss Gladys Burge at Colorado Springs, Colo.

Jas. F. Marshall, contracting freight agt. of the Rock Island, who will be remembered as a capital entertainer by Kansas grain dealers who attended the recent convention at this city, died Mar. 6.

Corle E. Ryle, connected with the Orthwein-Matchette Co., has applied for membership in the Kansas City Board of Trade. He will take the membership of John C. Lovrein, formerly with the Orthwein-Matchette Co.; and will act as broker for the company in the pit.

We are indebted to Sec'y E. D. Bigelow, of the Kansas City Board of Trade for a copy of the annual statistical report of that organization. In addition to a complete list of the officers, directors and members of the Exchange this report covers the various activities of the Board of Trade and presents comprehensive tables of statistics of interest not only to Exchange members but to all persons connected with the grain trade.

An effort is being made by a committee of the Kansas City Board of Trade to raise a fund of \$50,000 or more among the members of that organization for subscriptions to the stock of the Kansas City-Missouri River Navigation Co. The total amount subscribed up to the middle of March was \$610,000. The assertion has been made that if the boat line becomes the means of reducing freight rates one cent per 100 lbs. it will be well worth while and that if it brings about a reduction of 3c per 100 lbs. it would open up entire states as a market for the grain products of Kansas City and the territory tributary to it.

The constitutionality of the state law, passed in 1907, requiring a 25c revenue stamp on all future contracts of grain, stocks and provisions was upheld Mar. 15 by the state supreme court. The Kansas City Board of Trade and the St. Louis Merchants Exchange co-operated in testing the legality of the law, the test case originating here where two members of the Board were prosecuted for violating the law. The supreme court sustained the \$50 fines against them. Since the validity of the law was challenged the Exchanges both of this city and St. Louis have required deposits on each transaction awaiting the outcome of the attack on the constitutionality of the act. About \$100,000 will be turned over to the state by Sec'y E. D. Bigelow of the Kansas City Exchange, and \$11,877 by Sec'y Geo. H. Morgan of the Merchants Exchange of St. Louis, as a result of the decision. The tax is paid by the customer for whom the trade is made. In its opinion the court says: "Manifestly the act does not provide a direct or property tax in any form whatever, but simply provides for an excise or stamp tax on the right, privilege and occupation of buying or selling shares of stocks or bonds of any corporation, or petroleum, cotton, grain, provisions or other commodities, either on margins or otherwise, where the same is not at the time actually paid for and delivered."

ST. LOUIS LETTER.

John Wahl, a former pres. of the Merchants Exchange, and pres. of the Wahl Com. Co., of this city, died Mar. 9 after an illness of a month. Mr. Wahl was 77 years old and had lived in St. Louis 70 years.

Sec'y Geo. H. Morgan, of the Merchants Exchange, has issued in a neat booklet, a full list of the members of the Exchange. This convenient volume will be found a valuable reference. There are now 1,546 members of the Merchants Exchange.

John Dower, supervisor of the department of weights of the Merchants Exchange, reports that during the month of February the following bad order cars were found at the different eltrs., track scales and hold tracks: Leaking grain door, 368; leaking over grain door, 41; leaking boxes, 1,459; leaking end windows, 57; cars not sealed, 733; end windows not sealed, 183; end windows open, 34 cars.

Dickson Cunningham, 71 years old, a grain broker who formerly had offices in the Chamber of Commerce bldg., was found asphyxiated in the bathroom of his home in this city Mar. 10. The rumor that he committed suicide is denied by his wife who said that for years Mr. Cunningham had been in ill health and ascribed his death to a sudden attack. He was a former member of the Merchants Exchange.

The firm of Eaton, McClellan & Co. has been dissolved and will discontinue business entirely before April 1. On March 3 the Eaton-McClellan Commission Co. was incorporated with capital stock of \$25,000, one-half paid up. Incorporators are Frederick Eaton, 115 shares; Emma D. Eaton, 115 shares; Chas. W. McClellan, 10 shares, and Chas. D. Eaton, 10 shares. J. S. McClellan, formerly at the head of Eaton, McClellan & Co., and Frank P. McClellan, his son, after Apr. 1 will continue in business under the name of J. S. McClellan & Son.

Isaac L. Lemmon, of Elmore & Lemmon, Ashland, Ill., has been admitted to membership in the Merchants Exchange. Applications for membership have been received from the following: John Fitzgerald, supt. L. & N. railroad; E. L. Slater, grain dealer; F. C. Hussey, Advance Mill & Eltr. Co., Carrollton, Ill.—Geo. H. Morgan, sec'y.

We are indebted to Geo. H. Morgan, sec'y of the Merchants Exchange, for a copy of the Annual Statement of the Trade and Commerce of St. Louis for 1909. This volume covers a wide range, practically every phase of the industrial and commercial life of the Missouri metropolis being covered. As a reference work this annual is an invaluable addition to any library.

An alleged conspiracy on the part of the railroads to obstruct shipments of grain products on the St. Louis side of the river is charged by a number of St. Louis commission men. One man who had experienced trouble in switching car lots went to a railroad office and made complaint, whereupon he was informed that the Terminal Co. had put an embargo on all its switches from the levee to the Ranken tract. It is now reported that all the firms signing the petition to the House of Delegates to refuse to pass the Ranken bill are marked for trouble.

MONTANA.

Wibaux, Mont.—The Montana Grn. Co. has been incorporated with capital stock of \$40,000 by E. E. Jordan and others.

Stanford, Mont.—An eltr. will be erected here this season by Connor & Casey of Minnesota.—Louis D. Cota, agt. Rocky Mt. Eltr. Co.

NEBRASKA.

Minatare, Neb.—H. C. Blood is a scooper.

Deshler, Neb.—I will install a cleaner.—J. H. Aufderheide.

Ponca, Neb.—Farmers Mill & Eltr. Co. is a scoop shovel concern.

Gordon, Neb.—Jordan Hardware Co. is a scoop shoveling concern.

Doniphan, Neb.—Harrell & McMullin have succeeded me.—R. L. McMullin.

Phillips, Neb.—Farmers are attempting to organize an eltr. company to erect an eltr. here.

Hoskins, Neb.—There is talk of a new eltr. at this station.—John Phinney, Norfolk, Neb.

Austin, Neb.—Farmers are talking of erecting an eltr. during the summer.—I. C. Fletcher.

Norman, Neb.—Ed McKibbin has succeeded F. W. Hoobler as agt. for the Hynes Grn. Co.

Abie, Neb.—H. Mazanec is not and never was in the grain business here.—Abie Mlg. Co.

Doniphan, Neb.—The Scudder Grn. Co. has bot the lumber stock of Aspengren & Strand.

Belvidere, Neb.—C. J. Meyers has succeeded J. P. Delaney as agt. for the Updike Grn. Co.

McLean, Neb.—I have sold my eltr. here to Schroder & Boehler.—W. S. Hart, Allen, Neb.

Howell, Neb.—Jas. Drahota has succeeded E. Taborsky as agt. for the Crowell Lbr. & Grn. Co. I have succeeded Jas. Palik as agt. for the Nye-Schneider-Fowler Co.—Frank V. Uridil.

Franklin, Neb.—I recently bot the eltr. of L. E. Furry & Sons, capacity 14,000 bus.—S. E. Pecht.

Hendley, Neb.—I have succeeded Grover Frack as agt. for the Central Granaries Co.—Jno. J. Hardin.

Humphrey, Neb.—I have succeeded L. W. Maier as agt. for the Crowell Lbr. & Grn. Co.—F. P. Feik.

Herman, Neb.—I have succeeded J. J. Ely as agt. for the Holmquist Grn. & Lbr. Co.—Fred Robertson.

Marquette, Neb.—I have succeeded Henry Smith as mgr. of the Marquette Eltr. Co.—J. Weaver.

Central City, Neb.—J. F. Pease has succeeded Claud Willoughby as mgr. of the Farmers Eltr. Co.

Lawrence, Neb.—J. Taylor has succeeded H. E. Bowman as mgr. of the Lawrence Mlg. & Eltr. Co.

Firth, Neb.—The Beatrice Corn Mills have succeeded McElvain & Damrow.—Firth Grn. & Lbr. Co.

Bertrand, Neb.—I have succeeded M. J. Daily as agt. here for the Foster Grn. Co.—H. F. Huntington.

Gilead, Neb.—I have succeeded C. O'Connell as agt. for the Wright-Leet Grn. Co.—Wiley Snyder.

Arapahoe, Neb.—I have succeeded C. W. Sammis as agt. here for the Updike Grn. Co.—W. S. Campbell.

Lomax, Neb.—The eltr. of the Omaha Eltr. Co. has been closed since early in the winter.—Chas. Blackburn.

Roca, Neb.—Farmers of this vicinity are organizing an eltr. company to be known as the Roca Eltr. Co.

Republican City, Neb.—Edward Gosnell, a grain dealer of this place, was killed Mar. 4 in a runaway.

Chester, Neb.—I have succeeded J. W. Holmes as agt. here for the Central Granaries Co.—D. J. Howard.

Omaha, Neb.—It is rumored that the McCaull-Dinsmore Co. of Minneapolis will build an eltr. in this city soon.

Davenport, Neb.—The eltr. of the Shannon Grn. Co. is closed.—A. D. Skinner, mgr. Farmers Shpg. Ass'n.

Fairfield, Neb.—A farmers eltr. will be erected between this station and Glenville.—W. D. Swanson, Clay Center, Neb.

Orchard, Neb.—We have succeeded the Atlas Eltr. Co. at this station.—J. T. Fletcher Grn. Co., by J. T. Fletcher.

Phillips, Neb.—Aurora Mlg. Co. has not been in business here the last year.—E. C. Purdy, agt. T. B. Hord Grn. Co.

Merna, Neb.—W. J. Taylor has succeeded D. V. Joyner as mgr. of the Farmers Grn. & Supp. Ass'n.—Jacquot & Son.

Friend, Neb.—The mill of the Friend Mlg. Co. is now owned by Peter Stepanek who will begin operating it July 1.—Wm. Burke.

Bartley, Neb.—I am having the eltr. I bot from the Farmers Shpg. Co. enlarged and repaired by G. H. Birchard.—E. E. Smith.

Ragan, Neb.—I have succeeded D. W. Feusner, who resigned, as mgr. for the Farmers Grn. & Genl. Shpg. Ass'n.—Carl Peterson.

Benedict, Neb.—The Lincoln Grn. Co. is repairing its eltr. at this place and installing new cleaners.—Thos. Sim, agt. L. G. Co.

Bradshaw, Neb.—The T. B. Hord Grn. Co. will rebuild this spring on the site of the house burned 3 months ago.—J. H. Currie.

Eldorado, Neb.—We have bot the business of the Updike Grn. Co. at this place.—Eldorado Lbr. & Grn. Co., J. H. Crane, mgr.

Harvard, Neb.—I have succeeded E. K. Richards as agt. for the Updike Grn. Co. Capacity of this eltr. is about 100,000 bus.—A. Z. Megrue.

Newman Grove, Neb.—The Farmers Mlg. & Eltr. Co. is not doing business at present.—S. E. Sanderson, agt. Crowell Lbr. & Grn. Co.

Agnew, Neb.—R. R. Delair has succeeded J. W. Adkinson as agt. for the Neb. Eltr. Co.—Thomas Barrett, agt., Omaha Eltr. Co.

Copenhagen sta., Plainview p. o., Neb.—A farmers eltr. may be erected here.—E. C. Blankenship, mgr. McCaull-Webster Eltr. Co.

Walthill, Neb.—We will build a modern 20,000-bu. eltr. if we do not succeed in buying one of the line houses.—Farmers Grn. Co.

Calhoun sta., Fort Calhoun p. o., Neb.—I have turned my eltr. into an alfalfa mill and mixing plant but I still buy grain.—Henry Rix.

Octavia, Neb.—The Octavia Lbr. & Grn. Co., of which I am pres. and mgr., has bot the interests here of the Updike Grn. Co.—W. O. Mashek.

Sunol sta., Lodgepole p. o., Neb.—L. F. Demers is building a 10,000-bu. eltr. at this siding.—W. B. Jewett, Persinger & Jewett, Lodgepole, Neb.

Axtell, Neb.—H. H. Burden has succeeded F. H. Deakin as agt. for the Central Granaries Co. at this station.—F. A. Porter, Crete Mills.

Beverly, Neb.—We will enlarge our 5,000-bu. house, doubling its capacity; a new engine will be installed.—Updike Grn. Co., E. W. Todd, agt.

Plainview, Neb.—Albert Herbert has succeeded Geo. Engel as agt. for the McCaull-Webster Eltr. Co. and E. G. Harris has succeeded F. W. Mitchell as agt. for the Nye Schneider Fowler Co.

Hastings, Neb.—The Farmers Grn. & Supp. Co. has been incorporated with capital of \$25,000; Godfrey Marti, C. E. Hill and others incorporators.

Emerson, Neb.—Chester Alexander has succeeded Jake Francisco as agt. for the Saunders-Westrand Co.—W. Y. McLaughlin, agt. Benson Grn. Co.

Wann, Neb.—Farmers have subscribed \$3,500 and will either buy or build an eltr. of 15,000 bus. capacity this spring.—W. E. Pailing, Greenwood, Neb.

Lincoln, Neb.—John F. Rae of this city was expelled from the Chicago Board of Trade, Mar. 10, on the charge of handling orders of bucket shops.

Stockham, Neb.—A farmers eltr. company has been organized here; Pres., J. K. Hartnell; vice pres., Geo. Wus; sec'y, W. H. Kirk; treas., Jas. Beat.

Hallam, Neb.—We have painted our eltr. and given it a general overhauling. The Wright-Leet Grn. Co. has installed a gasoline engine.—Wm. Burk & Co.

Clearwater, Neb.—I have succeeded O. D. Lewis as agt. at this place for the Nye Schneider Fowler Co. A farmers eltr. is contemplated here.—N. P. Bouck.

Omaha, Neb.—Reinspection may not be called for after 8 days, was the dictum of the grain committee of the Omaha Grain Exchange after considering the question of delayed reinspection Feb. 28. No limit has been placed on the time of calling reinspection heretofore.

Colon, Neb.—James Johnson has succeeded J. F. McDermott as agt. for the Crowell Lbr. & Grn. Co.—Leonard O. Eckwall, agt. Nye Schneider Fowler Co.

Sweetwater, Neb.—The Sweetwater Eltr. Co. has been incorporated with capital of \$80,000; incorporators, N. P. Mortensen, A. Dievolt, Jr., T. W. Olson and others.

Osmond, Neb.—F. D. Farris has succeeded W. W. Trosper as agt. for the McCaull-Webster Eltr. Co. A. L. Kissinger is a scooper; W. W. Trosper is buying for him.

Belden, Neb.—The eltr. of the Atlas Eltr. Co. burned Feb. 20. M. Conley has succeeded W. H. Reising as agt. here for the Anchor Grn. Co.—J. G. Myers, agt. Bellows & Linn.

Alliance, Neb.—We are getting a new class of farmers in this vicinity and more farmers than heretofore, hence we look for a largely increased grain yield in the future.—J. Rowan.

Blue Springs, Neb.—The eltr. of the Omaha Eltr. Co. has been closed since last summer, account of the poor corn crop here.—Wm. Craig, mgr. Blue Springs Farmers Eltr. Co.

Palmer, Neb.—A farmers co-op. eltr. company was organized here Mar. 12. L. E. Lawson, sec'y of the Merrick Co. Farmers Co-op. Ass'n., is one of the promoters of the company.

Oakland, Neb.—The plans for the rebuilding of the eltr. at this station for the Farmers Grn. & L. S. Co., whose house recently burned, were furnished by the Younglove Const. Co.

Fullerton, Neb.—James Allen has succeeded Ed. Agnew as agt. here for the Omaha Eltr. Co., the latter having become mgr. of the Fullerton Eltr. Co.—John Orton, sec'y F. Eltr. Co.

Omaha, Neb.—Thos. C. Coleman has brot suit against Elmer J. Kiddle, a grain dealer of this city, to recover \$1,250, the allegation being made that Kiddle failed to pay for grain.

Alda, Neb.—I have succeeded V. J. Koskan as agt. here for the Conrad Grn. & Eltr. Co.; Thos. Adamson has succeeded Geo. Filsinger as agt. for the Trans.-Miss. Grn. Co.—John McLellan.

Hordville, Neb.—The eltr. of the Farmers Grn. & L. S. Ass'n will be enlarged to 35,000 bus. capacity; work will begin Apr. 1; a 12-h.p. engine also is being installed.—H. G. Carpenter, with T. B. Hord Grn. Co.

Bladen, Neb.—S. D. Hoagland has succeeded Thos. Lorenzen as mgr. of the eltr. of C. Koehler & Co. at this place. Mr. Lorenzen has gone to Upland where he has taken charge of the Farmers Grn. Co.

Dorchester, Neb.—O. Nichols has succeeded A. E. Hockman as mgr. of the Central Granaries Co. Mr. Hockman has gone to Fairfield, Neb., where he will act as mgr. of the Clay Co. Grn. Co.—H. F. Wickenkamp.

Angus, Neb.—My brother, F. W. Borin, formerly agt. for the T. B. Hord Grn. Co., at Rogers, Neb., and myself, formerly agt. for the Updike Grn. Co., at Fairfield, Neb., are now both out of the grain business.—C. S. Borin.

Staplehurst, Neb.—A farmers' eltr. company has been organized here with capital of \$9,000; Chris. Schaal is pres. It is understood that an effort will be made to buy one of the eltrs. here but if unsuccessful a new house probably will be erected.—W.

Osmond, Neb.—The Osmond Farmers Grn. & L. S. Co. has been organized with capital of \$7,500; officers are: Pres., Wm. Tawney; vice pres., Geo. Lubers; sec'y, John Tyson; treas., Chas. Rohrberg. The company intends to buy one of the eltrs. at this station.

Randolph, Neb.—W. A. Lickiss has succeeded H. E. Scheffel as agt. for the Anchor Grn. Co. John Stewart, track buyer, who has a portable eltr. on the C. B. & Q., it is rumored, will buy or build an eltr. this summer. It also is reported that the farmers will organize and build an eltr.—E. A. Bailey, agt. Atlas Eltr. Co.

Curtis, Neb.—We have awarded contract to G. H. Birchard for the construction of three eltrs. of 12,000 bus. capacity each, to be erected at Wallace, Elsie and Grant, Neb. On Jan. 1 the Curtis Mills became a part of the Crete Mills, Crete, Neb., but are operated separately as the Curtis Mills.—H. A. Butler, sec'y Curtis Mills.

Lincoln, Neb.—The attorney general has been instructed by the state railroad commission to begin suit against the Burlington road on the ground that it has increased its milling in transit rates without securing permission from the commission to make the charge. The alleged violation, it is said, has been going on for about a year.

Omaha, Neb.—Cash trading has been very brisk on the Omaha Grain Exchange for the last two months, and the receipts of grain in this market have been the largest in its history. About 30 days ago the Exchange resumed option trading and we firmly believe that it is on a good firm basis and will increase steadily.—F. P. Manchester, sec'y.

Fremont, Neb.—Ernest Hahn, for 21 years connected with the Nye Schneider Fowler Co., has resumed the office of deputy county treas. Mr. Hahn went to work for the grain company when it was known as the W. R. Wilson Co. at Nickerson in the fall of 1886. One year later, when the consolidation took place, and the firm became known as the Nye Wilson Morehouse Co., Mr. Hahn was transferred to this city.

Albion, Neb.—The Omaha Eltr. Co. is installing electric power to operate its eltr. W. B. Watson has succeeded R. B. Williams as agt. for the Omaha Eltr. Co., the latter having taken the position of mgr. of our mills at this point. Mr. Williams was with the Omaha Co. for the last 12 years. We will install a baler and enlarge our storage capacity during the dull season.—Albion Alfalfa Meal Co.

Johnson, Neb.—I have sold my eltr. here to the Johnson Grn. Co., a farmers' organization, recently incorporated with capital stock of \$10,000. The officers of the new company are: Pres., J. H. Polman; vice-pres., Herman Antholtz; sec'y, G. S. Christy; treas., J. H. Grubie. These, with F. P. Liphart, are the directors. Clifford Voorhies, an experienced grain man, has been employed to operate the eltr.—George Coryell.

Omaha, Neb.—The Interstate Commerce Commission has fixed Mar. 25 as the date on which the brief in the case of the Omaha Grain Exchange against the C. & N. W., the C. M. & St. P. and C. St. P. M. & O. railroad companies must be filed. Additional time has been asked by the Exchange. Following the filing of the brief the railroads will file their answer on a date set by the Commission and later a day will be appointed for oral arguments.

Creston, Neb.—H. Crowell has succeeded T. F. Stevens as agt. here for the Crowell Lbr. & Grn. Co.; R. C. Moran has succeeded D. J. Gamel as agt. for the Trans.-Miss. Grn. Co.—M. W. Spence, agt. Nye Schneider Fowler Co.

NEW ENGLAND.

Meriden, Conn.—The Meriden Grn. & Feed Co. has been dissolved.

New Haven, Conn.—We will soon close out our business.—J. W. Benham Estate.

Boston, Mass.—James B. Sweet, who spent practically all his life in the grain and flour trade, died March 2 at the age of 68. For several years Mr. Sweet was with Davis, Taylor & Co. in this city and later was interested in the eltr. of Powers & Co. at Somerville, Mass.

NEW JERSEY.

Paterson, N. J.—The Van Winkle Grn. & Produce Co. has had plans drawn for a two story brick building which will be erected on a lot recently bot by the company.

Newark, N. J.—The eltr. of the Newark Grn. & Hay Co. partly collapsed Mar. 8. The house contained 4,000 bus. of oats which were piled up on the sidewalk outside the building to a height of 12 feet.

NEW YORK.

Mt. Vernon, N. Y.—A schedule in bankruptcy has been filed by Gurevitch & Lieberman, dealers in grain and hay; liabilities, \$3,441, assets none.

Buffalo, N. Y.—John Ford, grain shoveler, on Mar. 19 was granted \$2,500 damages in the federal court for injuries sustained while employed in the steamer Sonoma of the Duluth Steamship Co.

Mahopac Falls, N. Y.—I have acquired all the stock of E. S. Agor & Co. Feed and grain trade been good all winter in volume but poor respecting profits on account of varying market prices; tendency to overbuy on the advances; prospects are for an early spring and shortening of demand from now on.—E. S. Agor.

NORTH DAKOTA.

Cathay, N. D.—A farmers' eltr. company has been organized here.

Verona, N. D.—Tiedeman & Thies have bot the eltr. of the Monarch Eltr. Co.

Aneta, N. D.—The eltr. of Martin S. Lee was burned a few days ago; loss \$12,000.

Clement, N. D.—The organization of a farmers' eltr. company is under consideration.

Arvilla, N. D.—The Farmers Eltr. Co. will erect a 40,000 bu. eltr. here early in the spring.

Delamere, N. D.—The Equity Eltr. & Trading Co., recently organized, will be incorporated.

Salles, N. D.—The Farmers Co-op. Eltr. Co. has been incorporated with capital of \$15,000.

Cando, N. D.—Bids are being received by C. E. Shoemaker for the farmers' eltr. which will be erected at this station.

Grafton, N. D.—The Grafton Commercial Club has been requested to start a movement for a farmers' eltr. here.

Lorain, N. D.—Charles W. Lytle, a well known grain man and proprietor of the Indpt. Eltr. & Roller Feed Mill, died in a hospital at Minot after a brief illness.

Mylo, N. D.—I bot the eltr. of the Woodworth Eltr. Co. at this place and took possession Mar. 1.—J. G. Mundy.

Eckelson, N. D.—Farmers Co-op. Co., recently organized, will operate the eltr. of the Andrews Grn. Co., which it has bot.

Jessie, N. D.—The eltr. of the Gt. Western Eltr. Co. was burned Mar. 8, with 25,000 bus. wheat. The house was valued at \$6,000.

Dickinson, N. D.—Farmers Eltr. Co. has been incorporated, with capital of \$20,000, by H. Froehlich, Jos. Froehlich and Peter Decker.

Medberry, N. D.—Farmers Eltr. Co. incorporated, with capital stock of \$8,000, by Fred B. Peek, Wm. Ray, E. P. Heffelfinger and others.

Minnewaukon, N. D.—We will install a 15-h.p. gasoline engine in our eltr. before the new crop.—Farmers Eltr. Co., per John Holden, mgr.

Fullerton, N. D.—I have resigned as agt. for the Minnekota Eltr. Co.; new agt. is Jacob Ritmiller; date of transfer Apr. 1.—J. F. Gamber.

Reynolds, N. D.—Ole Larson, agt. here for the Minneapolis & Northern Eltr. Co., was instantly killed by falling from the top of a bin in the eltr.

Edgeley, N. D.—Pomona Valley Farmers Eltr. Co., incorporated, with capital stock of \$25,000, by J. F. Heck, J. B. Sellon and J. E. McAdoo.

Fort Clark sta., Conkling p. o., N. D.—A farmers eltr. company has been organized with James Harris, of Hult, pres. An eltr. will be erected.

Garske, N. D.—While applying dressing to a belt F. J. Besse, agt. for the St. A. & Dak. Eltr. Co., caught his arm in a pulley breaking it near the wrist.

Hannah, N. D.—The Hannah Farmers Co-op. Eltr. Co., incorporated, with capital stock of \$15,000, by Henry McLean, Thos. H. Prior, Alex. Reid and others.

Cashel, N. D.—The eltrs. of the Andrews Grn. Co. and the Victoria Eltr. Co. were both closed recently. A meeting was held here Mar. 23 to organize a farmers eltr. company.

Reeder, N. D.—A special meeting of the Farmers Co-op. Grn. & Sup. Co. was held here Mar. 12 to obtain more subscriptions to its capital stock. The company plans to erect an eltr. costing about \$6,000.

Cheyenne, N. D.—I may build an eltr. this summer but cannot say for sure yet. If I do it will be in the western part of North Dakota or in eastern Montana, in the new country just opened up.—P. A. Peterson.

Mott, N. D.—Four new sites have been granted by the Northern Pacific for eltrs. at this station, all of which, it is believed, will be erected this season. Among those who will build is the Farmers Grn. & Eltr. Co.

Barlow, N. D.—The eltr. of the Farmers Eltr. Co. was burned Mar. 9 with 30,000 bus. of wheat, barley and flaxseed. Some insurance was carried on both bldg. and contents, the former being valued at \$8,000. The house will be rebuilt.

Mayville, N. D.—Mayville Mills Co., recently incorporated with capital of \$150,000, is planning the erection of a mill, an 80,000-bu. terminal eltr. and 8 eltrs. in outside territory. Officers of the company are: Pres., Geo. E. Brambel; vice-pres., J. S. Seebree; sec'y-treas., M. Brambel.

Ross, N. D.—Mr. Burnes, formerly of Granville, has succeeded L. C. Parker as agt. here for the Victoria Eltr. Co. The latter resigned. The company will make some much needed repairs on its eltr. this summer.—W. J. Hannah, agt. St. A. & Dak. Eltr. Co.

Penn, N. D.—Farmers are busy cleaning seed grain. The G. N. railroad has treated us fairly this winter in the matter of supplying cars. J. L. Benson, agt. for the St. A. & Dak. Eltr. Co., has gotten over his Montana fever and will stay with the company another year. He is a good, capable agt. Herman Holtz, agt. for the Penn Eltr. Co., has the same Taft smile which won't wear off. It's natural. H. L. Schutte, mgr. of the Penn Eltr. Co., is also our local banker and an all around good fellow. Eltr. of the Imperial Eltr. Co. remains closed.—H. C. Kornder, agt. Minn. & Nor. Eltr. Co.

Fessenden, N. D.—No eltrs. will be built or old ones repaired here during the season, on account of proposed construction of a branch line of the Great Northern, paralleling the Soo line to the north. This will reduce our drawing territory fully 40 per cent and will give the grain trade of this point, and neighboring towns along the Soo line, the keenest competition they have ever experienced. The grain business has been very dull here all winter as the farmers are selling very reluctantly; for that reason eltr. receipts are the lightest they have ever been in the history of the trade thru this part of the state.—T. W. Crissman.

OHIO.

Van Wert, O.—F. D. Brant has installed two new electric motors.

Kenton, O.—The Seymour, Snyder Co. has installed a gravity loader.

Middlepoint, O.—Scott & Son have purchased a new fire-proof office safe.

Lake View, O.—We recently installed a Western Sheller.—Lake View Eltr. Co.

Ottawa, O.—Maurer Bros. have recently installed electric motors in their eltr. and mill.

Shelby, O.—O. W. Douglass has let the contract for the erection of an eltr. here.

Ada, O.—E. N. Smith has succeeded Stemple Bros., who retire from the grain business.

Holmesville, O.—Woolever & Lemont have bot the plant of Shaffer & Son.—Miller Bros.

Columbus Grove, O.—Annesser & Alt will increase their storage capacity 2,000 bu. this season.

Toledo, O.—The work of demolishing Toledo & Wabash Eltr. No. 5 has been begun by Ruel & Carr.

Celina, O.—The Buckland Mfg. Co. has bot the eltr. of Lawrence Schunck.—E. T. Custenborder, Sidney, O.

Kenton, O.—W. B. Gramlick & Son have erected a 3,000-bu. corn house and recently installed a Sidney Sheller.

Ross, O.—The Willey Mill & Eltr. Co. announces that it has changed its name to the Willey-Brown Co. S. E. Willey is pres.

Greenville, O.—We have succeeded Gordin & Thomas and will put in some new machinery.—Townsend, Kerst & Townsend.

Southworth, O.—C. E. Young of Delphos, O., who had an eltr. here and one at Landeck (p. o. Delphos) has sold both plants and gone into the grain and hay business at Urbana, O.

Ottawa, O.—Ed Mathews of this place has taken charge of the Justice Grn. Co.'s station and interests.—R. G. Spencer is mgr.

North Hampton, O.—I have removed to this place from Noggle and will build an eltr. at Dalton (p. o. North Hampton).—J. M. McFarland.

Reesville, O.—We have purchased the eltr. of C. Rhonemus on the C. & M. V. R. R. and are the only regular dealers here.—O. W. Linkhart & Son.

Arlington, O.—I am building an addition and installing additional machinery in the house I recently bot of Geo. B. Hauman at this point.—J. D. Arras.

Van Wert, O.—The Pierce Grain & Hay Co. will install two electric motors this month in place of gas engines. One motor will drive the eltrs., and the other the machinery.

Yorkshire, O.—The Yorkshire Grn. Co., recently incorporated by E. T. Custenborder and others, has bot the only eltr. at this point. The company's headquarters are at Sidney, O.

Swanton, O.—We are installing new machinery for the production of high grade meal; have decided to increase capacity of plant in general by installing additional equipment.—Pillio Mfg. Co.

New Knoxville, O.—Detjen-Kattman Co. of this place, has bot of the Union Iron Works the entire machinery equipment for the new eltr., including a Western Pitless Sheller and Gyration Cleaner.

Columbus, O.—The Wilber bill, authorizing the establishment of an experiment farm in each of the 88 counties of the state, was passed by the Ohio legislature. It has been decided to utilize tracts of 80 acres.

Berkey, O.—The appointment of a receiver for the Berkey Eltr. Co., as reported in this column Mar. 10, has nothing to do with the present company but refers to the old eltr. company.—Berkey Eltr. Co., by J. B. Lathrop, treas.

Toledo, O.—Thos. L. Keck, representing Jackson Bros. Co., Chicago, has been admitted to membership in the Produce Exchange. Application for membership has been received from George W. Shepard, who will represent E. W. Wagner, Chicago.—A. Gassaway, sec'y.

Cleveland, O.—A special agricultural train, stocked with various Ohio products and literature, and manned by experts on modern farming, made a circuit of northern Ohio during the month. Lectures were delivered to the farmers who gathered at the different stations thru which the special passed.

Urbana, O.—E. T. Woodcock, a pioneer grain dealer of this place, died at his home Mar. 21. He was buried at Wells-ville, N. Y. The deceased embarked in the grain business in Urbana about 30 years ago, and during the entire time occupied the same plant. He was also interested in eltrs. at Dallas and King's Creek.

Toledo, O.—Seeding of oats will soon begin, and shippers should urge farmers to use only the best. In some sections tributary to Toledo farmers have recently been sowing a mixed oat with the result that either they or the shipper have had to accept a cut because of the oats containing too many black kernels, and it behooves shippers to bring this matter to the farmer's attention, especially in those places where they have been bothered with a mixture of black and white oats. Send a postal to your farmer friends or get busy with your newspaper.—J. F. Zahm & Co.

Lima, O.—Encouraging reports have been received from the hospital in Cincinnati where C. L. Curless recently underwent an operation for a serious intestinal disorder. He probably will return to Lima the latter part of this month. He has been unable to look after his business affairs since early in December.

Wooster, O.—A study of the varieties of corn in Ohio has recently been made by the Ohio Exp. Sta. in co-operation with the Ohio Corn Improvement Ass'n. In 1909 14 counties had one or more county or township variety tests. The exp. sta. provided seed of some of the best known varieties. The average yield of the poorest variety in these tests was 35.4 per cent less than the average yield of the best variety. The two poorest varieties in each test averaged 30.2 per cent lower than the two best. In eight of the tests the winning variety was a local one. In the other ten an outside variety led the list. In no case, however, was the winning variety from outside the state. Comparing the yield of the local varieties, the poorest was 27.1 per cent less than the best. The average yield of the state in 1909 was 39.5 bushels. The best and the poorest yielding varieties are both represented in this average. This being true, if all the farmers in the state would grow the best variety, the state yield would be increased from 10 to 15 per cent. Thirteen and five-tenths per cent increase would amount to 5¼ bus. per acre or 15,000,000 bus. in total yield.

OKLAHOMA.

Lindsay, Okla.—The eltr. of Kell & Son was burned Mar. 5; loss about \$15,000; a Santa Fe box car also was destroyed.

Pond Creek, Okla.—I had the misfortune to lose my eltr. by fire and at present am out of the grain business.—Andrew O. Crist.

Minco, Okla.—Grady Co. Grn. Co. incorporated with capital of \$8,000; directors, Geo. W. Hogan, Nellie J. Hogan and J. D. Sanders.

Blanchard, Okla.—The Blanchard Mill & Eltr. Co. incorporated, \$30,000 capital stock; incorporators, S. P. Render, D. L. Larsh, Wm. Morgan and W. W. Williams of Norman. A large eltr. will be erected.

Anadarko, Okla.—J. F. Wright and L. H. Powell have bot the interests of G. C. and R. W. Miller of the Miller Grn. Co. in the eltrs. and business at this point, Carnegie, Apache and Ft. Cobb.

Frederick, Okla.—The Consolidated Alfalfa Mlg. Co. of Oklahoma City began work here Mar. 7 on a \$20,000 alfalfa mill; 30 men will be employed the year round and the mill will handle 60 tons daily.—Hughston Grn. Co., per T. A. Hughston.

Britton, Okla.—Fire following an alleged explosion of a gasoline engine Mar. 9 burned the eltr. of W. M. Shore with 2,500 bus. of grain; loss about \$4,500; no insurance. The engineer said he believed the explosion was caused by gasoline leaking into the spark box.

Greenfield, Okla.—The El Reno Mill & Eltr. Co., which recently bot the eltr. of the Home Grn. Co. at this point, will raise the eltr. 18 inches, lay a new foundation, add dump sinks, new belts and will install a sheller and cleaner and a larger gasoline engine. The contract for the work has been let to J. A. Horn & Co.

OREGON.

Portland, Ore.—Suit was brot recently by the Ford Grn. Co. against the Inland Grn. Co. to recover \$4,160, an amount alleged to be due upon oats and wheat furnished by plaintiff. The partners in the Inland Grn. Co. are Ralston Vollmer and Otto Kettenbach.

Portland, Ore.—On March 15 the reduction in the Astoria grain rate case became effective and was made by the Astoria & Columbia River Railroad. The local from this city, which was 10c, was cut to 4½c. While the lowering of the rate was expected to be absorbed on the entire haul the A. & C. R. road absorbed the entire reduction called for.

Portland, Ore.—The entire demonstration train that was started out over the O. R. & N. Mar. 21 was electric lighted. In part this was a demonstration in itself of what can be accomplished with small gasoline engines in running farm machinery and furnishing lights cheaply for houses, barns and other buildings. During the progress of the train, which will be out until Apr. 1, seeds will be distributed to specially selected farmers who will utilize the seeds in the manner recommended by the Agri. College experts. The seeds distributed will include Canadian field peas, Minnesota corn, and Montana alfalfa. The corn will be distributed at each station enroute. The peas will be given out in the grain growing districts where they are commended for rotation with wheat as forage crops and for returning vital elements to the soil. The alfalfa seed will be distributed where the soil and climate are deemed adaptable, but will not be given out where alfalfa is now grown successfully. Among those who accompanied the train were Dr. J. W. Withycombe, director of the Oregon Exp. Sta.; H. D. Scudder, agronomist; H. Umberger, sup't. of the Moro Exp. Sta., and R. W. Allen, sup't. of the Umatilla Exp. Sta.

PENNSYLVANIA.

Pittsburg, Pa.—C. A. Foster, on Mar. 23, removed to the Wabash bldg., suite 701-703.

York, Pa.—The Strayer Bros. Co. has been incorporated to deal in grain, hay, seeds, straw, etc.; incorporators are John C. and M. L. Strayer and Thos. C. Wigington.

PHILADELPHIA LETTER.

The steamship Montana took out from this port 40,000 bus. of wheat for London, but the corn export deliveries are almost nil, notwithstanding prices are gradually weakening.

The certificate of membership of William A. Hewes of Pottsville, Pa., a well known flour and grain merchant, now deceased, but who joined the Commercial Exchange in 1883, has been lost or mislaid, and a new certificate will be issued.

A change in the commission rates for handling grain at this terminal is to be made and a revised schedule will soon be presented to the grain committee for approval and later on to be acted on by the membership.

Objections are being made here by a number of the grain men to the new contracts sent in from the West for future deliveries of grain, and the whole subject is to be taken up now by the Commercial Exchange and acted upon. It is said that the floor is about equally divided, with most of the big grain receivers favoring the adoption of the contract as formulated.

The Commercial Exchange was closed on Good Friday and active business generally suspended.

A very strong and able brief was filed in favor of the continuance of the "milling in transit privileges" at the recent conference at Boston, Mass., of the eastern interests, before the Interstate Commerce Commission, by Pres. Samuel L. McKnight, Milton F. Baringer, and Hubert J. Horan, who were a special committee representing the Commercial Exchange, and the New England grain men are expecting a favorable decision soon.—S. R. E.

SOUTH DAKOTA.

Butler, S. D.—Frank Kohlhoff is looking for a site for an eltr.

Holabird, S. D.—I will build an eltr. at this station.—J. J. Peters.

Andover, S. D.—The Farmers Eltr. Co. will soon begin the erection of an eltr. of 60,000 bus. capacity.

Shindler, S. D.—F. Rudloff has bot the eltr. here of B. B. Anderson.—F. B. Martin, Larchwood, Ia.

Sioux Falls, S. D.—The loss on the eltr. of J. B. Peterson at West Sioux Falls, recently burned, has been adjusted.

Ipswich, S. D.—We may dissolve partnership before a new crop; I am thinking some of going to Montana and building a house there.—A. J. Moritz, Moritz & Carrington.

Andover, S. D.—The Farmers Eltr. Co. will soon begin the erection of a second eltr. with capacity of 20,000 bus. This will bring the total capacity of the company up to 60,000 bus.

Parkston, S. D.—Jno. L. Doering, mgr. of the South Dakota Grain Co., has been in Chicago to expedite the movement of grain over the C., M. & St. P. The company has 40 to 50 cars in transit. Mr. Doering furnished a list of the cars and initials, and wire tracers were sent. Mr. Doering also took up with the carriers some old claims for loss in transit.

Sioux Falls, S. D.—Transportation of corn now being held in cribs thruout the state, and becoming damaged because of the delay in its movement to market, was a matter that received the attention of the state railway commission at a meeting held in this city recently. The commission was advised that 50 per cent of the corn in the southern counties is waiting for transportation. The Milwaukee and Northwestern roads assured the commission that they will make every effort to move the corn without further delay.

SOUTHEAST.

Atlanta, Ga.—I am going into the grain business in Illinois soon.—C. L. Wood, 248 Oglethorpe ave.

Richmond, Va.—A large eltr. and 4-story grain warehouse will be erected in this city by S. T. Beveridge.

Meridian, Miss.—The Millspaugh Grn. Co. has been organized to transact a wholesale business in feedstuffs, seeds, etc.

Richmond, Va.—Overman, Williamson & Co. will remove from Salisbury, N. C., to this city. They will handle grain and provisions at wholesale.

Birmingham, Ala.—The rules of inspection adopted by the Grain Dealers National Ass'n were made standard for the Birmingham Grain Exchange by a resolution adopted Mar. 3.

TENNESSEE.

Memphis, Tenn.—Wilhoite & Weisinger are out of business.

Knoxville, Tenn.—The new 42,000-bu. eltr. of J. Allen Smith & Co., construction on which began Mar. 7, will be ready to receive wheat Apr. 15.

Knoxville, Tenn.—An addition to the eltr. of the J. Allen Smith Co., to cost \$3,500, will be erected soon. W. J. Savage & Co. has the contract.

Memphis, Tenn.—New members of the Merchants Exchange admitted since Mar. 1 include the following: Geo. H. McCleary, representing McLaughlin Coal & Grn. Co.; Geo. A. Reaves, of the West Tenn. Grn. Co.; J. C. Burkle, of Clark, Burkle & Co.; Farrabee-Treadwell Co., grain brokers, and W. A. Gardner, of Gardner & Paddleford, Chicago. Mr. Reaves bot the membership of J. F. Mulhern, formerly engaged in the grain and eltr. business on his own account.—N. S. Graves, sec'y Memphis Merchants Exchange.

Memphis, Tenn.—G. E. Patteson & Co. have bot the plant of the Interstate Mfg. Co. and will erect new buildings on their location on the Belt Ry. The machinery equipment will be moved to a new location and will be remodeled with all late improvements; plant will be operated with motors and steam equipment will handle molasses. Molasses storage tanks will be of concrete and mill will be supplied from eltr. storage, delivered to mill from the present eltr. by conveyors. A 3-ton grinding machine will be driven by separate motor drive. In connection with the mill building there will also be erected a hay warehouse with storage capacity for 50 cars. The plant will be started on 50 tons per day capacity, with provision made for increased output. In connection with this there is also being erected a 35,000-bu. steel storage tank. Kaucher, Hodges & Co. furnished the designs and have the contracts complete. Plans on the mill bldg. are being rushed and work on the tank storage has started. Work on the mill probably will begin within 10 days. The plant will turn out molasses and sugar feed and when completed will be the largest of its kind in the south.

NASHVILLE LETTER.

The Nashville market is largely overbought on corn and local dealers say that the situation here is an indication of the situation generally in this state and the South.

Mero Whse. & Eltr. Co. incorporated with capital of \$25,000; grain and storage business; incorporators, J. H. Fall, J. T. Howell, Henry Sperry, W. C. Collier, F. O. Watts and W. D. Talbott.

James B. Ezzell, J. L. Shanon, P. M. Clark, R. J. Wood and R. S. Clark have incorporated the Ezzell Flour & Stone Co. with a capital stock of \$25,000. The company will own and operate flour and meal mills.

Nashville, Tenn.—The pit of the Nashville Grain Exchange was damaged by fire a few days ago but not enough to cause a suspension of business. The blaze started in a barber shop and spread to the trading floor before it was extinguished.

The Nashville Grain Exchange is now occupying temporary quarters on the second floor of the Chamber of Commerce building, the move being made necessary by the sale of the old quarters. An office building will be erected on the site of the old quarters and the Exchange will occupy the top or fourth floor, which will be fitted up according to order for its business.

William S. Porter, prominent grain dealer, member of the Exchange, died at his home in East Nashville Mar. 18 at 5 o'clock. Acute uremia was the cause of his death. Mr. Porter was manager of the Capitol Grain Co. and a director in the Hermitage National Bank.

The recent withdrawal of all traffic arrangements of the Illinois Central and Southern railroads from the Tennessee Central has injured to some extent the grain business here. For illustration a local dealer offered this week several cars of corn to Asheville, N. C., and his reply was, "Prices are very attractive, but must ship over T. C." Asheville handles considerable Nashville corn, and over other roads, but conditions sometimes demand that shipments be over the Tennessee Central.

In this market the grain business has been more or less stagnant for the past two weeks, prices on both cash and contract grain fluctuating, but tending generally downward. The demand for grain from the Southeast has been lighter than usual, with the result that grain has accumulated until storage is a serious question. Stocks on hand March 12 were 1,551,200 bus. of grain in eltrs. and warehouses. A week later, March 19, shows a decrease of aggregate stores, tho corn had accumulated to the extent of an additional 46,550 bus.

The department of agriculture of this state is pushing the organization of corn clubs for boys and all over the state the scheme is meeting with success. In West Tennessee alone 2,500 boys have enlisted in the work, which means that number of acres of corn will be put in this year which otherwise would not have been planted. March 29 to 31 a special train will be run through West Tennessee in the annual agricultural tour. Fifteen stops will be made and speeches covering farm subjects will be delivered by prominent farmers and government experts. Corn has an important place on the programme.—S.

TEXAS.

Snyder, Tex.—The grain store of C. Snyder was burned Mar. 15; loss, \$5,000; insurance, \$2,250.

Brownsville, Tex.—The Brownsville Grain Co. has filed notice of final payment on the capital stock of the company.—A.

Sherman, Tex.—A warehouse belonging to Pittman & Harrison burned Mar. 4; loss \$2,000, covered by insurance.

San Antonio, Tex.—We have succeeded the R. Lupton Grain Co.—Oppenheimer Grain Co., W. J. Walthall, sec'y-treas.

Dallas, Tex.—The warehouse of the Texas Grn. & Mfg. Co. was burned Mar. 8; loss about \$5,000 in burned mill feed.

San Angelo, Tex.—The Garrett Mill & Eltr. Co. will be started by Paul Garrett within a short time. This mill was removed from Moody, Tex., some months ago.

Austin, Tex.—After recent consideration of the matter of increased minimum carload weights the railroad commission fixed the minimum at 30,000 lbs. excepting oats in straight carloads or mixed with grain products which was placed at 26,000 lbs. On grain products, mixed or straight, the newly established minimum is 28,000 lbs. Sec'y G. J. Gibbs, of the Texas Grain Dealers Ass'n, appeared before the commission and opposed the increase in the minimum weights as proposed by the railroads. A number of railroad traffic officials, among them J. C. McCabe, gen. frt. agt. of the Rock Island,

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Asst. Gen. Frt. Agt. Bartholomew of the International & Gt. Northern and Traffic Mgr. McCormick of the Fort Worth Freight Buro, advocated the change in minimum weights as follows: From 24,000 to 30,000 lbs. per car on oats; 40,000 lbs. on other grain and 30,000 lbs. on grain products. Mr. Gibbs said the proposed increase would hurt the small interior grain dealers and shippers and in this way discourage grain producers. He averred that four dealers at Fort Worth favored the proposition and four were opposed to it. The Fort Worth dealers, with their large elevators, have an advantage, being able to ship in larger quantities, while the innumerable small places have not this advantage and the minimum should be kept low. "Our ass'n stands for an increase in grain production in Texas, and we believe that diversification should be practiced, therefore the small man should not be oppressed." Mr. Gibbs insisted that with few exceptions Texas grain shipments exceed the minimums, and that the last blockade and car shortage was due to the outside crop moving to tidewater for export, as the Texas crop was consumed by local mills. He wanted the old minimums to remain, and said if Texas raised the same proportion of foodstuffs as it does cotton, its farmers would be rich and the state more prosperous. Ninety per cent of his members opposed any change. "The man who favors an increase owns an elevator at some large terminal point, and wants a change to reduce his switching charges." Mr. Gibbs objected, too, because an increased minimum would place a burden on grain shipped for planting.

WASHINGTON.

Mt. Vernon, Wash.—Samuel Dunlap, of Anacortes, and S. G. Ball have bot the grain, feed and wharfage business of W. E. Harbert of this place.

Kahlotus, Wash.—W. L. Garrett, formerly agt. for Kerr, Gifford & Co. at Hay, Wash., has succeeded H. B. Williams as agt. for that company at this station. Mr. Williams resigned in order to give his time to an irrigated tract he owns at Finley, Wash.

Tacoma, Wash.—Assessment of grain in eltrs. and warehouses will be fought by the grain men of the state. Tacoma grain dealers and warehousemen will lay before the county assessor a long list of orders for grain stored in warehouses as vouchers for their statement that the grain simply is in transit and should not be taxed any more than a carload of freight on a siding.

Olympia, Wash.—The recent order of the state railroad commission that inspection fees should be charged only on grain consigned to public warehouses brot up the question as to what is a public warehouse. In an official opinion to the commission Asst. Atty. Gen. Tanner defines them as follows: "Public warehouses are those where the business of receiving grain or property in store for the public is carried on. Where that business is not carried on isolated instances of receiving property would not convert a mill, store, barn or granary into a public warehouse. If a warehouseman is engaged in the general business of storing grain, receiving the grain from different owners as tendered and returning it or paying for it at the option of the owners, transactions of this kind being of frequent occurrence, he would fall within the section defining a public warehouseman, and must therefore comply with the provisions of the act."

Mansfield, Wash.—The warehouse of the Farmers Union at this place, containing 35,000 bus. of wheat, collapsed a few days ago and about 18,000 bus. were dumped into a pond created by recent railroad grade construction which undermined the foundation of the warehouse.

Pullman, Wash.—Recent floods have caused damage to grain in warehouses. The Farmers Union Warehouse Co. had a large amount of wheat in its house and most of it was damaged. The water wet the piles of sacked grain to a height of 5 sacks. Price & Klemgard estimate their loss at \$4,000, but have salvage of \$1,000, as the damaged wheat sold for 50c a sack, about 25 per cent of its value.

Tacoma, Wash.—Reference was made in this column, in the Journal for Mar. 10, to the recent decision of Judge John A. Shackleford, of the superior court, in which it was held that grain consigned by an owner to himself is not subject to state inspection charges. Thru the courtesy of the Puget Sound Warehouse Co. a copy in full of the decision is presented herewith: "Puget Sound Warehouse Co. vs. Northern Pacific Ry. Co.: It is probable that chapter 137 of the laws of 1909, should be construed so as to confine the compulsory inspection of grain to grain shipped to public warehouses. Whether this is the proper construction or not, it seems reasonably certain that it was not intended that the act should compel a person or corporation owning grain to pay an inspection charge where the grain is merely removed from one part of the state to another, and where the destination of the grain is not a public warehouse. Insofar as the inspection of grain not destined for public warehouses is concerned, it would seem that the purpose of the act was to prevent fraud and disputes in reference to grain sold in one part of the state for final delivery in another part. If it was necessary to inspect all grain in order to prevent fraud in connection with the sales of grain, there might be some reason for requiring all grain carried by railroads to be inspected, but the evil which it would seem the act was intended to remedy can be reached without requiring all grain to be inspected. If the act had provided for the inspection of grain upon request, the evil sought to be remedied, could have been reached as well under an act which required all grain to be inspected. When a consignor consigns the grain to himself, and the consignor is not operating a public warehouse at the place to which the grain is shipped, the carrier is not justified in paying an inspection charge and treating it as an advance charge. Where the grain is consigned for delivery at a public warehouse holding a license under the act, the inspection charge should be paid by the railroad company, even tho the consignor is the same person or corporation that conducts the warehouse business. It seems that a construction of the act limiting its operation as indicated above, is necessary in order to save the constitutionality of the act. The demurrer of the plaintiff to the affirmative defense of the defendant will be sustained.—(Signed) John A. Shackleford.

WISCONSIN.

Green Lake, Wis.—John H. Clark will erect an eltr. on his farm adjacent to this place.

Bay City, Wis.—Larson & Swanson, it is reported, will rebuild their eltr. at this point.

West Bend, Wis.—Ralph Hagner has bot an interest in the grain business of Pick Bros. Co.

Monroe, Wis.—The driveway at the eltr. of the Monroe Lbr. & Fuel Co. collapsed Mar. 5 from the weight of a team and load of corn. The driver escaped injury and neither of the horses was seriously hurt.

MILWAUKEE LETTER.

New members of the Chamber of Commerce, admitted since Mar. 1, are H. L. Hankinson, Minneapolis; Louis Portz, Hartford, Wis.; H. J. Droeger, Chicago, and John C. Penshorn, Milwaukee. Transferred memberships are those of R. M. Labarthe and Louis W. Falk, deceased.—H. A. Plumb, sec'y.

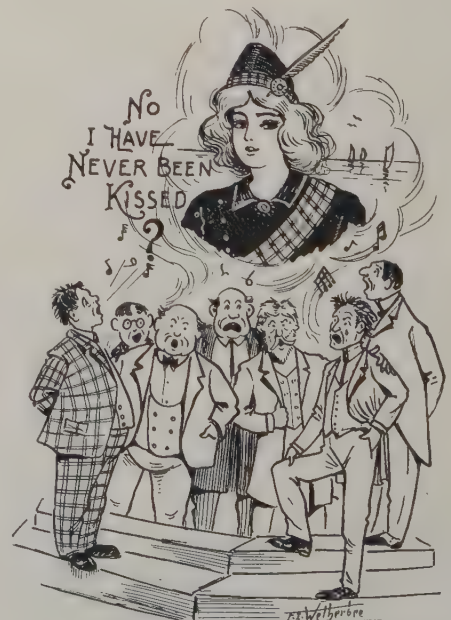
The directors of the Chamber of Commerce have voted to continue the work of the Freight Buro for a year from Apr. 1. Under the rules it is necessary for the directors each year to decide whether to suspend or continue the buro. George A. Schroeder was employed as mgr.—H. A. Plumb, sec'y.

A man in the grain trade ought not to be without the valuable Grain Dealers Journal.—O. G. Lund, mgr. Farmers Eltr. & Merc. Co., Roger, N. D.

Nashville's Roaring Pit.

Grain dealers who are familiar with ancient history will remember that Nero fiddled while Rome burned, but he has at last been outdone by Harry Hughes, the sweet singer of the Nashville Grain Exchange. Of all the tender sweet ditties ever composed, the one which lies nearest to the heart of Harry Hughes is "My Bonnie Lies Over the Ocean." The Exchange is opened and closed with this touching melody if Harry Hughes is present, and all the members are required to contribute their vocal support to the melody.

The recent fire in the Exchange for a time threatened to stampede the members, but as soon as Harry Hughes appeared on the scene and started up his favorite song, all the members joined in, danger disappeared and the fire was quickly extinguished, while rolling up through the clouds of smoke from the burning embers there arose a pleasing picture of Bonnie lying over the ocean.



"My Bonnie Lies Over the Ocean."

Grain Carriers

The Minnesota & Iowa Eltr. Co. on Mar. 5 filed complaint at Washington against the Rock Island and Great Northern roads alleging discrimination again it as a shipper from Sioux City to Lismore, Minn.

The Interstate Commerce Commission has sustained the complaint of the Blodgett Milling Co. against the excessive rate on buckwheat from Gobles, Mich., to Janesville, Wis., and has ruled that for two years from Apr. 14 the rate shall not exceed 14c.

The proposed placing of coastwise steamships under the control of the Interstate Commerce Commission in the matter of freight rates was opposed in resolutions adopted recently by the directors of the Philadelphia Commercial Exchange.

The uniform code of demurrage rules promulgated by the Nat'l Ass'n of Ry. Commissioners has been adopted by the Western Demurrage Bureau which has so notified the Nebraska Railway Commission at Lincoln. It is understood that application on interstate traffic will become effective May 1.

The Pennsylvania Steamship Co. has been incorporated at Milwaukee with capital stock of \$50,000. The company has bot the steamers R. P. Flower and W. H. Wolf and, it is understood, will engage chiefly in the grain and coal trade, carrying grain to eastern ports and returning with coal.

Work on the feeder to be constructed by the C. M. & Puget Sound Ry. from Beverly to Kennewick, Wash., along the Columbia river, will soon be started. The wheat growing districts in Walla Walla county eventually will be tapped by this line. Reliable reports state also that the Kennewick Northern Ry., a feeder for the Hill lines, is to be built soon.

Announcement has been made by the Boston & Maine railroad that, effective Mar. 1, the per diem rate on freight cars will be raised from 25c to 30c per car per day and will remain at that rate during the months of March, April, May, June and July of each year until further advised. The per diem charge during the remaining seven months of the year will be 35c per car per day.

The incorporation of the United States Shippers Protective Ass'n is advocated in a bill recently introduced in Congress by Rep. Rodenburg of Illinois. The aim of the author of the bill is to create a freight claims clearing house. It is proposed that the board of this bureau consist of two members each of the Interstate Commerce Commission, the Freight Claims Ass'n and the shippers' ass'n.

The New York Central is building a new line which, when completed, will form the connecting link in the shortest route between Chicago and the Ohio river. This line is being constructed by the Big Four company from Mt. Carmel, Ill., to Evansville, Ind., and while its length is only 31 miles it will form, in connection with the Big Four and the C. I. & S., both parts of the New York Central system, a line that will enter strongly into competition with the parallel C. & E. I. and the Monon roads.

Demurrage charges involved in recent cases have been upheld by the Interstate Commerce Commission. The charges were on coal and coke held for transshipment at tidewater ports and in deciding that the railroads had the right to make such charges the commission practically has established a code of regulations to govern the subject. The commission declined to require the railroad, in one case, to substitute the embargo system of regulations for the demurrage system. It likewise refused to pronounce discriminatory to the complainants the charging of demurrage by this railroad as compared with competitors not charged demurrage by other railroads.

The proposed railroad legislation which purposes to prohibit shippers from being represented by counsel in appeals taken from the Interstate Commerce Commission brot forth a strong protest recently from representative traffic men. The protest, which was forwarded to Washington, was signed by H. C. Barlow, traffic mgr. of the Chicago Ass'n of Commerce, J. C. Lincoln, pres. of the Industrial Traffic League, and S. H. Cowan, attorney for the American Nat'l Live Stock Ass'n and the Cattle Raisers Ass'n of Texas. It was pointed out that the shippers have the same pecuniary interest in all cases as the railroads, and that they should be given the same opportunities to guard their rights.

H. R. 17267 and S. 5015, duplicate bills introduced into the House and Senate to govern the issuance of Bs/L by carriers, merit the support of grain shippers. These bills if enacted into law will protect their interests and those of the bankers who are actively promoting their passage. S. 5015 was introduced by Senator Crane and after twice reading referred to the committee on interstate commerce. H. R. 17267 was introduced by Representative Stevens and referred to the committee on interstate and foreign commerce. The passage of the bill was urged upon the House committee recently by a delegation consisting of the B/L committee of the National Industrial Traffic League and the representatives of the New York trade organizations. It has the indorsement of the committee on Bs/L of the American Bankers Ass'n, of which Clay H. Hollister of Grand Rapids, Mich., is chairman. The bill prohibits stamping an order B/L with the words "Not Negotiable"; and requires the surrender of the B/L before delivery of the goods unless the person to whom delivered gives bond.

Exports of Breadstuffs.

Our exports of breadstuffs for the twelve months prior to Jan. 1 included 4,446,355 bus. barley, 34,703,911 bus. corn, 1,221,154 bus. oats, 366,617 bus. rye, 46,901,998 bus. wheat and 9,639,263 bbls. wheat flour; compared with 6,404,791 bus. barley, 37,053,746 bus. corn, 1,127,048 bus. oats, 2,745,854 bus. rye, 91,904,129 bus. wheat, and 12,947,975 bbls. wheat flour during the corresponding period of 1908. The total value of all breadstuffs exported during the twelve months prior to Jan. 1, 1910, was \$129,191,963 against \$186,832,204 during the corresponding period of 1908-9, as reported by O. P. Austin, chief of the Bureau of Statistics.

The Farmers Eltr. Co. of Jefferson, Ia., it is reported, "recently changed its capital stock to make part common and part preferred."



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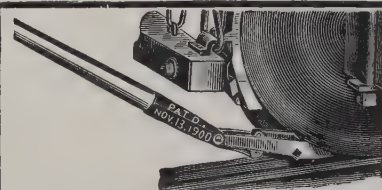
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Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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Supreme Court Decisions

Damages for Breach of Contract.—Damages recoverable for breach of contract to deliver corn is the difference between the purchase price and the market price on the last day on which it might have been delivered.—*H. D. Wetmore & Co. v. Henry*. Supreme Court of Iowa. 124 N. W. 791.

Accepting Message by Telephone.—A telegraph company, after accepting a message by telephone, cannot claim that the conditions in its printed forms are applicable, where it is accustomed to receive messages in that way.—*Gore v. Western Union Telegraph Co.* Court of Civil Appeals of Texas. 124 S. W. 977.

Partnership.—When one holds himself out as a partner, those who deal with the firm on the faith of such representation are entitled to act on the presumption that the relationship continues till notice is given of its discontinuance.—*Gershner v. Scott-Mayer Commission Co.* Supreme Court of Arkansas. 124 S. W. 772.

Crop Mortgage.—An unrecorded mortgage on a growing crop, made by a cropper to a third person for a valuable consideration, cannot be defeated by applying a portion of the mortgaged property to an indebtedness existing at the time the mortgage was made, even though the application was made with the consent of the tenant and to one without actual notice of the mortgage.—*Fountain v. Fountain*. Court of Appeals of Georgia. 66 S. E. 1020.

Carrier's Liability for Defective Equipment.—Where a shipper had bulk corn, which was shipped in a stock car, sacked en route without removing it from the car, and redelivered it for transportation under a B/L providing that damage on account of being loaded in a stock car was at the owner's risk, the carrier was not liable for damage to the corn by it being loaded in the stock car.—*Nicholson v. St. Louis & S. F. R. Co.* Kansas City Court of Appeals. 124 S. W. 573.

Sale of Hay—Settlement.—Where defendant sold plaintiff 20 tons of hay by sample, warranting it to be as good as the sample, and when plaintiff found that some of it was of poor quality, and that the quantity was short, defendant gave him some more to make up the deficiency, and said that, if he found any of it faulty, he would make it right with him, this did not constitute a settlement barring plaintiff's right to recover for the value of the hay that was worthless.—*Broderick v. Hartman*. Kansas City Court of Appeals. 124 S. W. 1060.

Prepayment of Freight Charges.—Plaintiff, a shipper, upon a showing that a carrier had a credit list consisting of certain customers, some of whom were competitors of plaintiff, for which it carried goods without requiring a prepayment of freight and that it had accorded this privilege to plaintiff over a year, was not entitled to compel the carrier to haul his goods without prepayment of freight on the ground that refusal to do so constituted discrimination.—*Brown & Brown Coal Co. v. Grand Trunk Ry. Co.* Supreme Court of Michigan. 124 N. W. 528.

Construction of Demurrage Rules.—Under a demurrage rule of a carrier, stipulating that demurrage would be charged at a designated place for detention of coal cars held for trans-shipment, the date of arrival of cars at a place 12 miles distant from the place specified, in another state and upon the lines of another railway, was not the proper date to be taken in computing the total detention of the cars where the cars were held solely for the convenience of the carrier.—*Staten Island Rapid Transit Ry. Co. v. Marshall*. Supreme Court of New York. 121 N. Y. Supp. 82.

Connecting Carriers.—The Hepburn amendment makes the initial carrier liable for an injury to an interstate shipment, but the connecting carrier is also liable if the injury is the result of its negligence.—*Gibson & Draughn v. Little Rock & H. S. W. Ry. Co.* Supreme Court of Arkansas. 124 S. W. 1033.

Carrier Liable for Delay.—A shipment having been accepted for transportation without notice to the shipper that there was a shortage of cars and an unprecedented amount of business, the carrier should be held liable for damages for unreasonable delay.—*M., K. & T. Ry. v. Early-Clement Grain Co.* Court of Civil Appeals of Texas. 124 S. W. 1015.

Grain Charter.—A charterer in a charter party binding him to furnish cargo to a vessel within a specified time, and stating that he shall not be liable for delay caused by a matter over which he has no control, is not relieved from liability for delay by showing that he made reasonable efforts to get a railroad to furnish cars to transport the goods to the port of loading and failed, but without showing where the goods were located, or that they could not be shipped by other transportation companies.—*Guillon v. McNear*. Court of Appeal, First District, California. 106 Pac. 257.

Refusal to Accept Shipment.—Where, in an action by a shipper for damages from the delay of the carrier in notifying him of the refusal of a third person, to whom the grain had been sold, to accept, the evidence showed that the property was shipped to the shipper's order with directions to notify the third person, that the third person was duly notified, but refused to receive the oats because damaged, and that the shipper was not promptly notified of such refusal, but the evidence did not show the condition of the goods when shipped, the shipper could not recover.—*St. Louis, I. M. & S. Ry. Co. v. Townes*. Supreme Court of Arkansas. 124 S. W. 1036.

How to Get Side Track.—A railway company operating a line of road thru a town permitted an elevator to be built on its right of way alongside an established side track. Thereafter complainant made application for permission to place his elevator on the right of way, but not at this or any other side track or where there were any other elevators, which request was denied. He thereafter constructed his elevator off the right of way and made application, and secured from the Corporation Commission under and by virtue of section 18 of article 9 of the Constitution (Snyder's Const. p. 238) an order requiring the railway company to build a switch from its line of road to his elevator, from which order the company appealed to this court. Held, that the making of said order was error, the complainant's remedy being provided for by section 33 of article 9 of the Constitution (Snyder's Const. p. 267).—*St. Louis & S. F. R. Co. v. Haywood*. Supreme Court of Oklahoma. 106 Pac. 862.

Contract for Sale of Seed.—Plaintiff in Kentucky offered defendant in Washington blue grass seed at "\$1.40 per bu., f. o. b. cars," to test 21 pounds to the measured bushel. The offer was accepted by wire, which plaintiffs acknowledged, and four days thereafter plaintiffs acknowledge defendant's confirmation of the order for seed "testing 21 lb. to the measured bushel at \$1.40 per bushel (14 lb.) f. o. b. cars here." Defendants, on receiving this letter, corrected plaintiffs' statement as to amount, claiming that the order called for a car load and not for 325 bags, but made no claim as to the number of pounds which should constitute a bushel until after the seed was shipped. There was uncontradicted evidence that by custom prevailing in Kentucky and neighboring parts of the country the word "bushel" was understood to mean 14 pounds. Held, that the contract called for a delivery of seed testing 21 pounds to the measured bushel to be paid for at \$1.40 per bushel weighing 14, and not 21 pounds.—*Brent v. Chas. H. Lilly Co.* Circuit Court Western District of Washington. 174 Fed. 877.

Arbitration.—Either party may revoke a submission to arbitration at any time before publication of an award.—*Mead v. Owen*. Supreme Court of Vermont. 74 Atl. 1058.

Gas Engine Troubles.

If the gasoline engine fails to start the cause is one of the following: Weak batteries; stale, or low grade gasoline; short circuit in wiring system; broken wire; broken down coil; no gasoline in tank; corroded connections, or switch; poor compression; water in cylinder, or gasoline; clogging of spray nozzle of carbureter.

Light knocking or pounding is due to: Loose connecting rod; too rich mixture; pre-ignition, due to carbon deposits; defective lubrication; loose, or broken wrist pin; spark too far advanced; loose, or broken piston rings; crank pin and wrist pin not in line.

When there is heavy pounding look for: Loose balance wheels; loose counterbalances, or weights on crank shaft; loose cylinder on base.

Loss of power may be due to any one of the following causes: Gasoline pipe nearly plugged up; fouled spark plugs; muffler clogged; weak spring on inlet valve; poor compression; poor lubrication; poor mixture.

Loss of compression may be caused by a leaky sweep wall, due to defective lubrication; worn, broken or poorly fitted piston rings; weak spring on valves; sticking automatic intake valve; leaky valves; a loose thread around spark plug or igniter.

A thin blue smoke indicates a normal mixture and good ignition. White, dense smoke indicates an excess of oil, or poor, low flash test oil, resulting in a carbon deposit in combustion chamber. Dark colored, dense smoke indicates an excess of gasoline. A good mixture, perfectly ignited in a cylinder using good oil, should have no bad odor except when throttling down.

The sparking point of a gasoline engine, with respect to the position of the crank shaft, should be determined, and a mark on the rim of the flywheel at this position, that will register with some stationary point, will serve to facilitate matters greatly when it is desired to set the ignitor. The same condition holds true for the inlet and the exhaust valve adjustment (in 4-cycle work.) The successive positions of the valve may be marked on the flywheel in case this has not already been done by the manufacturer.

The bucking and snorting refusal to start of the gas engine is often due to moisture in the cylinder, preventing regular ignition till dried by the heat of several explosions. The difficulty may be obviated by shutting off the cooling water for a few minutes before stopping the engine, and not turning it on again until after the engine begins to explode regularly when again started.

With the possible exception of a wind mill, the gas engine is the safest of all motive powers, with no apologies to the horse. Gasoline tanks do sometimes "blow up," so do steam boilers and kerosene lamps, but all the gas engines that have ever "exploded," in the popular conception of the word, could be counted on ten fingers. A gas engine is a highly-developed piece of automatic machinery and can be made practically "fool-proof," while accidents are almost invariably due to ignorance or carelessness.

Supply Trade

Merchant, if you would take in VVV
And XXX, oh, be YYY,
Right now your golden chances CCC
And widely advert III;
For if you don't you'll end your DAAA,
A silent business soon de KKK.
—Boston Transcript.

Chicago Callers: F. L. Cranson, Secy, Huntley Mfg. Co., Silver Creek, N. Y., and Joseph Pick, Mgr. York Foundry & Engine Works, York, Neb.

The death is announced at Jackson, Mich., of Orville M. Morse, inventor of the Cyclone Dust Collector, manufactured by The Knickerbocker Co.

P. H. Pelkey Construction Co., Wichita, Kans., has been reorganized. Mr. Pelkey is now sole owner and will conduct the business along the same lines as heretofore.

The National Gas & Gasoline Engine Trades Assn. will hold their next meeting at Cincinnati, O., June 13-16, 1910. Complete Exhibit of Engines and Accessories will be a feature of the meeting.

A very catchy card is being distributed by the Colonial Belt Co. from the Chicago office which reads as follows: "If your competitor talks about you, put him on your pay roll. Never mind what he says so long as he talks."

The Arrow Conductor & Mfg. Co., 748 Orleans St., Chicago, Ill., manufacturers of the Arrow System of Lightning protection, claim that they have the honor of having their system installed on the highest church spire in the State of Illinois.

The Marseilles Mfg. Co. announces that arrangements have been completed for the erection of a new factory at East Moline, Ill., to take care of its growing business. The new site consisting of ten acres and four large buildings to cost \$200,000 will be erected at once. The company hopes to move Aug. 1, 1910.

W. R. Brown of Moline, Ill., has accepted a position as Secy and Gen'l Mgr. of the Robinson Mfg. Co., Muncy, Pa. For over 21 years Mr. Brown has been with Barnard & Leas Mfg. Co. and during most of that time has been in the draughting department, which qualifies him particularly for the new position.

A. T. Ferrell, the well known manufacturer of the Clipper line of grain and seed cleaning and separating machinery of Saginaw, Mich., has been seriously ill and is now spending a few weeks at points along the Florida East Coast. The latest advice is that he is rapidly regaining his strength and energy and hopes to be in the harness again soon.

Mr. Adolph E. Mayer, Div. Mgr. of the International Harvester Co. of America, died at Hot Springs, Ark., Feb. 13. Mr. Mayer entered the ranks as a canvasser and by his energy—everlasting attention to business—tenacity of purpose to achieve something worth while 365 days each year—won his way to the important position which he so ably filled.

Wadsworth-Howland Co., Chicago, Ill., have started a campaign to introduce their "Standby Barn" Paint to the elevator trade. As elevator men require a considerable quantity to cover any one building, there is a distinct advantage in having it mixed by a concern which has facilities for mixing it in large batches which thereby insures the whole batch being of the same tint.

The Thompson & Burton Co., 625 Home Insurance Bldg., Chicago, are the originators of a very attractive plan for helping the retail coal dealer to increase his sales and will send free of cost the plan in printed form to anyone requesting same.

The Union Iron Works, Decatur, Ill., recently shipped two "Western" Shellors to Fort Natal, So. Africa, and one to Jimenez, Mexico. These shipments following so closely upon one to Buenos Ayres, So. America, indicates that this company is selling in all parts of the world.

W. J. Murphy has been appointed the Southwest representative of the Webster Mfg. Co. with office at 225 Exchange Bldg., Kansas City, Mo. Mr. Murphy has been with the Webster Mfg. Co. for the past ten years and is thofoly posted in all branches of the elevating and conveying business.

J. Thompson & Sons Mfg. Co., Beloit, Wis., is sending out Bulletin No. 28 which fully describes the advantages of its producer gas engines, which are especially adapted for large elevators, mills and electric lighting plants. These engines give the largest power with the least expense for labor and fuel. The bulletin will be sent free to all who inquire for it.

An advertisement must be a natural expression of the advertiser and reflect his personality. It must bring out individual features as they are, and not as they ought to be. It should be a word painting of the newest and most attractive thing for sale, and should deal with the article from the purchaser's standpoint. An advertiser should see that his copy is a perfect link in the chain of real selling policy. He should never fail to make good his promises. Let advertising express a well regulated spirit of confidence. The advertisement should appeal to those points which the people to whom it is directed hold in common. It must tell more than the truth; it must read so the public will believe it.—John Lee Mahin.

The German Market for Horsetooth Corn.

American horse tooth corn reaches the Hamburg market in fair quantities from New York, Norfolk and other ports, writes Consul-General Robert P. Skinner, of Hamburg.

It is planted chiefly for green fodder, and takes its name because of the shape and white color of the kernels. The article is far from being as important in Germany as the ordinary corns which are used as cattle feed, for the reason that it is sold by importers to inland farmers as seed corn. In Germany this variety grows six to eight feet high, but the corn does not mature. The seed is imported by the same merchants that handle other kinds of grain.

Horsetooth corn is bought, as are other varieties, under inspection certificates which guarantee choice or prime quality. Comparatively small shipments are made at a time of 500 to 3,000 quarters of 8.252 bus. each. The price offered in January, 1910, was 188 marks per 1,000 kilos (\$44.74 per 2,200 lbs.), but as much as \$45.80 has been obtained.

The duty on corn imported from the United States into Germany is 3 marks per 100 kilos (\$0.714 per 220 lbs.), this being the conventional rate.

We would not be without the Grain Dealers Journal.—Torrence-Glynn Co., Fairfax, S. D.

THE ELLIS DRIER CO.

¶ The ELLIS COLD AIR DRIER is the most satisfactory machine in the world for raising the grade and improving the carrying qualities of all classes of grain.

¶ These COLD AIR DRIERS and CONDITIONERS have a capacity of from 100 to 4,000 bushels per hour.

¶ The running expense is small and they can be placed in the elevator with no increase in the insurance.

Postal Telegraph Building
CHICAGO

Patents Granted

Grain Sieve. No. 952,288. (See cut.) Geo. W. Welfelt, Chicago. The sieve combines a series of separating plates, each comprising a stem portion with a short forwardly and upwardly projecting lip, the plates being arranged so that the stem portion of one plate projects into the space formed between the diverging lips of the preceding plate.

Portable Grain Bin. No. 952,133. (See cut.) Emanuel E. Norquist, Kansas City, Mo. The bin is of sheet metal, comprising a body portion equipped at its ends with longitudinal stiffening bars bolted together, a bottom for the bin, step shaped brackets within and secured to the bin near its upper end, a stiffening ring fitting in the bin and upon the brackets, and a top covering the bin and provided with a manhole opening and a cap to close it.

Grain Door. No. 951,809. (See cut.) Cyrus O. French, Kansas City, Mo., assignor to Bender Car Door Co., a corporation of Arizona. The door consists of a lower section hinged at the threshold of the doorway, a pair of castings secured to the lower ends of the door posts and provided with inclined ribs against which the ends of the lower section are adapted to abut, and reinforcing members secured to the lower section and adapted to abut against the ribs.

Grain Door. No. 951,281. (See cut.) John A. King, Chicago. The door consists of a combination of guideways adjacent to the car opening, a plurality of horizontal sections in the same vertical plane, the sections engaging at their ends in the guideways and normally in engagement to close the opening, lifting mechanism at the top of the opening, means for connecting the lifting mechanism with the upper section, and elongating coupling members loosely connecting the sections.

Grain Drying or Malting Drum. No. 951,835. (See cut.) Bjarne Nissen, Christiania, Norway. In this device there is combined with an outer drum an inner perforated tube thru which the treating medium is supplied, the drum and tube being relatively rotatable and forming substantially a double drum, the central tube in each of its halves being provided with two sets of projections facing at an angle to each other, and adapted when rotation takes place to force the material radially outward from the central tube.

Grain Polisher and Cleaner. No. 951,549. Isidor Steiner, Munich, Germany, assignor to Gesellschaft fur Steiner's Maiz-Entkeimungs-Putz und-Poliermaschinen mit beschränkter Haftung, Munich. This machine for scouring grain consists of an outer cylinder, a hollow shaft within carrying striking plates arranged rotatably thereon, a shaft within the hollow shaft provided with grooves of different obliquity, pins projecting from the bosses of the striking arms into the grooves on the inner shaft, in combination with means for displacing the inner shaft longitudinally and thereby all the striking plates simultaneously.

Grain Door. No. 952,319. Jas. E. Faucett, Kenmare, N. D., assignor of one-half to Martin H. Pelton, Kenmare, N. D. A pair of flanged plates are secured to the vertically slotted door frame, a flanged door is suspended in front of the doorway, and arranged to engage the flanged plates on one side, a movable stop member secured to the door frame on the outer side of the door and having an arm arranged to project within the vertical slot, the movable stop extending the full height of the door, and means disposed within the slot for normally keeping the movable member in the path of the door, this means being adapted to move so as to permit the inward movement of the stops out of the path of the door.

Grain Germinating Apparatus. No. 951,286. (See cut.) Louis Mueller, Owosso, Mich. The apparatus comprises a plurality of traveling floors in superimposed relation movable at variable speeds and extending from end to end of the germinating chamber, an elevated steep above the upper floor, means for conveying grain from the steep onto the uppermost floor, means at the discharge end of each floor for agitating and directing the grain onto the succeeding floor below, an air moistening and tempering chamber, means for directing the air therefrom under the lowermost of the traveling doors, a vertical ventilating flue adjacent the traveling floors, regulating dampers therein, and means for drying the grain after passing from the lowermost floor.

Pellagra caused 55 deaths in Alabama from Jan. 1 to Oct. 1, 1908, with 38 cases yet under observation. Twenty-one were white and 34 negroes. A great many cases are in the state asylums.

That Mexico will take 4,000,000 or 5,000,000 bus. of wheat under the recently suspended duty, is the estimate made by a Kansas City grain man who has of late sold wheat to that country. He states also that Mexico is taking some white corn from western territory.

New Demurrage Code Enjoined.

Strong opposition to the new code of uniform demurrage rules, promulgated by the Nat'l Ass'n of Railroad Commissioners and adopted by the railroads of the Chicago Demurrage Buro, developed just prior to the date set for them to become effective.

The fact that the new rules had been recommended by the Interstate Commerce Commission did not deter the Chicago Board of Trade and eleven grain firms of the city from making the charge that the new rules were in the nature of a conspiracy. Twenty-six railroads, it was alleged, were attempting unlawfully to increase their rates.

Following action taken by the Board of Trade and the grain companies an injunction was granted Feb. 28 by Judge Kohlsaat restraining each of the twenty-six interstate railroads entering Chicago from making use of the provisions of the new schedule of free time allowances to give less time in which to dispose of grain and unload cars at elevators. The allegation was made by the plaintiffs that the new rules, imposing a charge of \$1 per car for each day beyond the expiration of 24 hours for reconsignment after inspection and 48 hours for unloading, are unreasonable and will greatly derange the business of the Chicago market in competition with other markets.

It is further alleged that the railroads, in reducing the free time heretofore allowed before demurrage accrued, are "unlawfully conspiring and joining together to unlawfully and indirectly increase their freight rates on grain coming to Chicago."

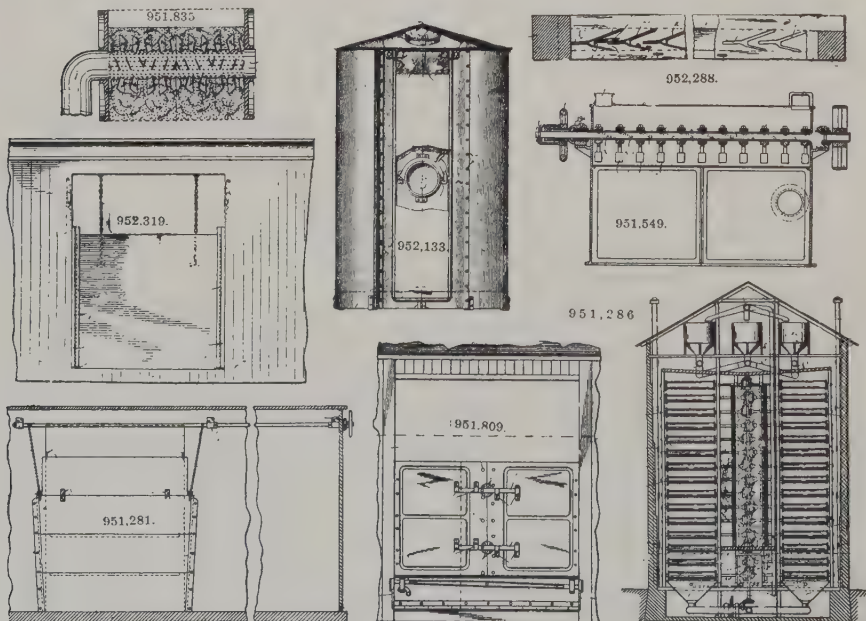
Under the rules now in effect 72 hours' free time is allowed for unloading, beginning with the first 7 a. m., after the car is delivered, and 48 hours for reconsignment, beginning at 7 a. m. after the car has been inspected by the state grain inspector.

When the arguments on the injunction were heard Mar. 15, Judge Kohlsaat refused to grant a permanent injunction and later dismissed complainants' bill. The ground assigned by the court for his refusal was the lack of permanent and irreparable injury to the complainants. The court retained jurisdiction of the case in order to enforce any order that may be issued by the Interstate Commerce Commission.

The fight will now be carried by the grain interests to the Commission in the form of a complaint alleging that the new rules, which became effective Mar. 1, will work a hardship against the Chicago market.

Shippers assert it was never intended the new demurrage code should not be susceptible to exceptions where required, as they maintain is the case in a large market like Chicago. The railroads, on the other hand, declare they have simply adopted the uniform rules as approved by the Commission and that if any exceptions are to be made they should be made by the Commission on appeal and not by the railroads themselves.

Comparative yields of durum and common wheat have been reported from the sub-experiment station at Dickinson, N. D. Four years were covered in the experiments conducted there, with the following results: in 1906, durum, 26 bus. to the acre; common wheat, 22.3; 1907, durum, 27.2; common wheat 17.6; 1908, durum, 21.6; common wheat, 22.4; 1909, durum, 34.5; common wheat, 31.1.



Feedstuffs

A simple test for adulterants in crushed feeds may be made by placing a small quantity of the feed in a glass of cold water and stirring it vigorously. It should then be left to stand for a few minutes. The solids will be precipitated to the bottom and such adulterants as oat hulls, etc., will remain at the top, where they may easily be identified. If the feed contains a roughage and assimilating ration like alfalfa meal the hulls may be detected mixed with the meal and remaining on the surface of the water. Should the feed contain weed seeds they may be observed mixed with the solids, such as corn chop.—*Feed Knowledge.*

A proposed increase in its rate on alfalfa from Scotts Bluff to Omaha, from 20c a hundred to 22c, by the Burlington road, has been forbidden by the state railway commission. The Burlington alleges that its rate of 20c was made as an emergency rate, with the consent of the commission, for the benefit of the M. C. Peters Mill Co. The company's grinding mill at Omaha burned and it desired to rebuild and the 20c rate was made by the railroad. This company, it is said, agreed to the increase on alfalfa, but other Omaha mills objected to it. The commission also found that the Burlington has a rate of 23c on alfalfa from Scotts Bluff to Kansas City and that it recently reduced its rate on alfalfa meal to Omaha from 24c to 20.4c.

The federal board of Food and Drug Inspection has recently issued notice of judgment in five cases: E. P. Mueller, Hunter Bros. Milling Co., Chas. A. Krause Milling Co., Quaker Oats Co. and Tennessee Fibre Co. Of these only the last mentioned was a case of alleged adulteration, the other being alleged misbranding. The case of the Quaker Oats Co. involved the presence of oat hulls, but as the manufacturers stated plainly on the label that the mixture contained oat feed and as hulls are invariably a constituent of the best oats and form a larger percentage of the total weight of some light oats such as are used in oat feed the ruling of the board in this case seems arbitrary and unjust. Does the Department of Agriculture expect manufacturers of oat feeds to hull the oat and feed contents only to cattle?

Inspection of alfalfa meal at Kansas City may be undertaken after a method suggested by J. G. Goodwin, who is in charge of the weight bureau and sampling of the Kansas City Board of Trade. His proposition, submitted to the Alfalfa Millers Ass'n, was that he would secure door samples of alfalfa meal, grade them according to the rules of the Ass'n, and secure protein analysis by the Southwestern Flour Laboratories, and issue certificates for \$1 per car. Should protein analysis not be required the charge would be 50c per car. This suggestion will have to be submitted to the National Alfalfa Millers Ass'n for its approval. W. G. Graham, of the Board of Trade sampling department, is making a study of alfalfa meal grades. In the event that the plan suggested is adopted he would pass on every sample of meal submitted to the department and issue the certificate.

Regarding the Nebuchadnezzar Club, as proposed by M. C. Peters, of Omaha, at the convention of the Nat'l Alfalfa Millers Ass'n, held in Kansas City, Feb. 25-26, Mr. Peters has the following to say: "The suggestion was almost an idle thought made for the purpose of stimulating the alfalfa millers to work up something new for the recreation hours after the usual somber meetings. Ezekiel tells us that in his war with Tyrus, Nebuchadnezzar made the head of every soldier bald and had every shoulder peeled. He had no wages for his army, but the Lord gave him the land of Egypt to divide among his men for wages. The alfalfa miller pioneers have had no opportunity to divide any gold of Babylon and not all of them have been able to stand the fiery furnace of competition, but the prospects are good and a little leavening of social joy in future meetings may add much to the life and results of alfalfa meal publicity. The good book says old Neb. had hair like an eagle's feathers and nails like bird claws. We will need a club leader and the alfalfa millers are too young to show these adornments. Where can we get a leader?"

I enjoy the Grain Dealers Journal. It is better every year, more and more practical.—A. J. Doidge, Moore Bros., Corwith, Ia.

"ARAB" HORSE FEED
A PERFECT BALANCED RATION
M. C. PETERS MILL CO.
Alfalfa Queen Mills. OMAHA, NEB.

ASK US FOR FREE SAMPLES

To reach every elevator operator by personal calls is an expensive, slow method of introducing any product.

Hence, as we believe you are competent to judge the merits of a grain feed, and because our products have stood many practical tests, we want every feed dealer to send for a sample of our product and see for themselves. Just ask for

SCHUMACHER'S FEED—For Horses, Cattle and Hogs

Agricultural Experiment Stations have demonstrated by actual tests that a finely ground feed has from 15 to 25 per cent greater digestibility than whole grain.

This feed is easily sold because it is a handsome, smooth, heavy, splendid looking feed, equal to the best oats obtainable—kiln dried and absolutely safe for feeding purposes.

With this feed in stock you can buy the farmer's grain and in turn sell him our Schumacher's Feed for less money and he will get more satisfactory feeding results.

We also make and sell Mixed Grains for Poultry Feeding.

Send for free samples and ask for prices.

The Quaker Oats Company FEED DEPT. **Chicago, Ill.**

Books Received

TESTING SEED CORN.—Full instructions on how every farmer may test his own seed corn are contained in Press Bulletin No. 32 of the University of Nebraska Agri. Exp. Sta., Lincoln, Neb.

EXPORTS OF FARM PRODUCTS.—The quantity and value of each farm product exported during the 58 years ending June 30, 1908, are tabulated by years in a 66-page pamphlet by the Bureau of Statistics, issued recently by the Dept. of Agri. as Bulletin No. 75.

IMPORTS OF FARM PRODUCTS.—Quantities and values of each farm product imported during each fiscal year ending June 30 for the past 58 years are tabulated in a 62-page pamphlet by the Bureau of Statistics, issued recently by the U. S. Dept. of Agri. as Bulletin 74.

EXPORTS OF FARM AND FOREST PRODUCTS are tabulated by countries to which consigned in a 91 page pamphlet issued Feb. 7 by the Bureau of Statistics. Quantities and values are stated for the years ending June 30 of 1906, 1907 and 1908, and are a valuable guide to the student. Bulletin No. 77, U. S. Dept. of Agri., Washington, D. C.

WEBSTER'S NEW INTERNATIONAL DICTIONARY.—The New International is essentially a new dictionary of the English language. This volume is a thorough reconstruction of its immediate predecessor, issued in 1890, followed by the Supplement of 1900. In both quality and quantity of matter it exceeds the old International as much as that surpassed the now obsolete "Unabridged." The principles of the work of revision include an enlargement of the vocabulary, representing the new coinage incident to the world's advance in science, art, literature, exploration, politics; and the addition of general information concerning things as well as words, making the dictionary not only linguistic, but in a measure encyclopedic. The pictorial illustrations have been increased in number, being now about 6,000. The appended biographical dictionary and gazetteer of the world have been enlarged and corrected in accordance with the latest authorities. —G. & C. Merriam Co., Springfield, Mass.

OFFICIAL RAILWAY GUIDE is a monthly publication of greatest value to the traveling public. Each number is complete in itself and contains the name of every railroad station in the United States, Canada and Mexico and the timetables of all regular trains in North America. Names of companies and stations are alphabetically indexed. Points reached by water routes are indexed, with the names of steamer lines reaching them. A general railway map of North America is a useful adjunct. National Railway Publication Co., New York; price, \$1.

THE CLOVER ROOT CURCULIO.—This circular, by V. L. Wildermuth, gives a history of the curculio in foreign countries and in America, with the natural checks that retard its development, its bird enemies, preventives and remedies. Its destructive tendency is found in recent instances in this country where it was found to have practically eaten up the foliage of clover plants. Unless checked it is feared that the curculio may become generally destructive to the clover crop in America. Bulletin No. 85, Part 3, U. S. Dept. of Agri., Bureau of Entomology, Washington, D. C.

HYDROCYANIC ACID GAS FUMIGATION.—Destruction of flour moth by the use of hydrocyanic acid gas, after many experiments, has been found the most efficacious method. Prior to 1877 this moth was hardly known but since then it has gradually extended its depredations, first in Europe, later in Canada and finally throughout the United States. Its principal point of attack is the flour mill, but it will attack grain when flour is not available. This circular by F. H. Crittenden, gives detailed instructions for generating this deadly gas and for its employment in mills and elevators without danger to the user. Circular No. 112, U. S. Dept. of Agri., Bureau of Entomology, Washington, D. C.

OATS.—During the past 6 years the Nebraska Sta. has tested 20 varieties of oats. The early varieties, which have ripened on an average July 11th, have averaged 53.9 bu. per acre, while the late varieties have ripened on an average July 20th, and have given an average yield of about 40.1 bu., a difference of about 14 bu. per acre as an average for five years, in favor of the early varieties of oats. Sixty Day Kherison and Texas Red, among the early va-

rieties, are the ones most highly recommended. Among the late varieties, Lincoln Oats have given best results. Growers will find valuable information on rate of sowing and methods of cultivation in Bulletin No. 113 of the University of Nebraska Agri. Exp. Sta., Lincoln, Neb.

Argentine Crop Estimates.

Official estimates of the production of wheat, flaxseed and oats in Argentina for the agricultural year 1909-10 have been furnished by Consul-Gen. R. M. Bartleman, of Buenos Aires, in a recent consular report. The figures, which follow, are in metric tons of 2,204 lbs.: Wheat, 4,278,500; flaxseed, 894,850; oats, 632,550.

A review prepared by Dr. Emilio Lahitte, director of the statistical department of Argentina, includes the following statistics covering the outlook for Argentina becoming the leading country in supplying the world's requirements for breadstuffs:

"It is conservative to estimate that very soon the Argentine will have an excess of 5,000,000 tons of wheat, and will occupy the first rank among the exporting countries of this grain.

"Indications point to a corn harvest this year of at least 6,000,000 tons. The average yield of corn in Argentina is 1,700 to 2,000 kilos per hectare (27.1 to 31.9 bus. per acre), and there are farms in the west and north of Buenos Aires and south of Santa Fe which, with the most rudimentary practice, yield as high as 4,000, 6,000, and even 7,000 kilos per hectare (63.7, 95.6, and 111.5 bus. per acre)."

Four trainloads of No. 3 yellow corn were rushed from Peoria to Boston for export recently in the record time of four days, two days ahead of the time guaranteed by the railroads. The 100 cars contained 100,000 bus.

INSURANCE BUYERS QUESTIONS ANSWERED

Here are three questions which every buyer of insurance should ask, and our answers

QUESTIONS:

Is the Company Sound?
Will it Pay Its Losses?
Is the Cost Reasonable?

OUR ANSWERS:

Gross Assets \$5,288,714.18
Losses Paid \$6,054,303.83
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Investigate our rates and methods.

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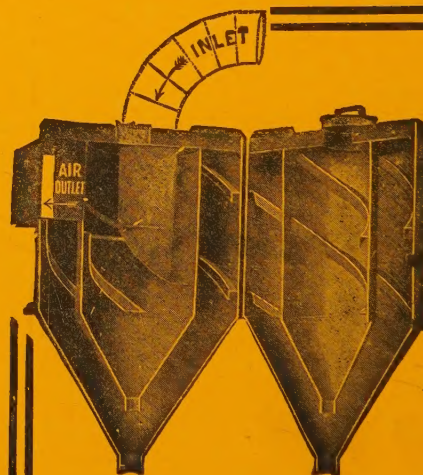
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